THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

Vol. CII, No. 6 | New York, August 10, 1929 | Whole Number 2051

TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

A BIG DISARMAMENT FIGHT LOOMS IN WASHINGTON

THERE IS GOING TO BE "a brand-new issue of major consequence, packed full of political dynamite," confronting the Senate when it reconvenes on August 19. The prophecy is made by a New York *Evening Post* correspondent in Washington, who seems to be speaking the mind of the entire group of newspaper observers at the capital as he goes on to explain that the issue is "whether the President can be compelled to carry out the $250,000,000 cruiser program approved by Congress last winter, or whether he will be sustained in his action suspending further work on the vessels designed to be laid down this year." Over this issue one correspondent sees "a showdown struggle coming," and another even envisages "a long and ferocious fight." Editors at their greater distance from the scene agree that a fighting issue has been raised.

OFF FOR A HOLIDAY

—Enright in the New York *World*.

The Hoover order directing temporary suspension of the building of three cruisers, treated in these pages last week, which followed a MacDonald order stopping work on two British cruisers, has been attacked on two grounds, the New York *Times* points out. Some assert that the President acted without legal authorization, while "the other form of dissent is based on patriotic fears," and "note also must be taken of the complaint of certain labor unions that men will be soon out of work in the navy yards if the cruisers are not proceeded with." David Lawrence, of the Consolidated Press, sees beginning a great battle of public opinion which "will be waged no less intensively inside the United States than in Great Britain, because the naval groups in each country have very much the same view-points—they consider themselves guardians of the naval interests of the country against all emotional peace movements, which are not necessarily permanent, and which in their judgment frequently prevent naval expenditures from being effectively used."

That public sentiment is with the President on this issue is the assertion of a host of newspapers scattered throughout the country, vigorous editorial support coming, for instance, from such papers as the Boston *Herald*, Hartford *Courant*, Springfield *Republican*, New York *World*, New York *Herald Tribune*, Jersey City *Journal*, Baltimore *Sun*, Detroit *Free Press*, Columbus *Dispatch*, Milwaukee *Journal*, Minneapolis *Tribune*, Louisville *Times*, and the dailies of the Scripps-Howard chain. Surely, ejaculates the Washington *News*, "there is no affront to Congress" in the President's action, for after all it "merely means holding up the expenditure of the people's money until the effect of the British action can be examined." All the talk about whether the President correctly construed the law, remarks the Baltimore *Sun*, "may be good for the legal technicians, but we doubt that it bothers either the American people or the President." The people, it adds, "will sensibly say that the present understanding with Mr. MacDonald, signed or not signed, is sufficient agreement to warrant suspension." The Norfolk *Virginian-Pilot* agrees "that Mr. Hoover's action was in accord with the spirit of the law is not open to question." Besides the proviso invoked by the President allowing construction authorized for any fiscal year if "not undertaken in that year" to be "undertaken in the next succeeding fiscal year," there is, the Virginian paper continues, another proviso which "specifically authorizes the President to suspend the construction program in whole or in part in the event an agreement is reached for a new limitation of armaments." In view of the progress being made in the negotiations preliminary to the conference, it would seem, we read, "that Mr. Hoover is merely anticipating by a few months the conditions which Congress specifically described in authorizing a suspension of the naval program." Moreover, the cruiser act directs the President to "encourage" the calling of another arms conference—"it would be impossible to find a more effective way of encouragement than the way Mr. Hoover has chosen."

On the President's side in this contest there are important facts which the Buffalo *Courier-Express* thinks that too many people overlook:

"Never before has a President moved so openly against big armament as Mr. Hoover is now moving. The people, as a consequence, are developing an anti-big-armament mind such as they never before possest or dreamed of. In short, the President

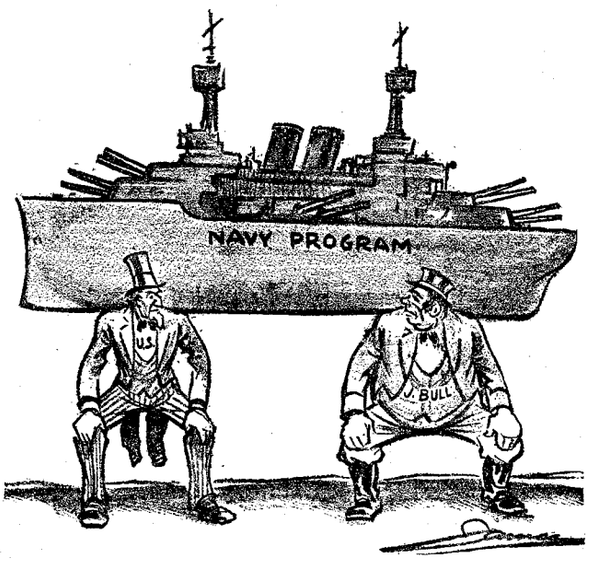
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

is selling to the American people the idea that the Kellogg pact and big armaments are not reconcilable; that the world has become so organized against war that nations do not longer need to pay heavy taxes for big armies and big navies.

"Whether the American people become completely 'sold' on the idea or not remains to be seen. But, at least, President Hoover is making a fine attempt as a salesman for international amity."

But after characterizing Mr. Hoover's act as "admirable," *The Nation* (New York) declares that his big fight and his real test is ahead of him:

"The Army and Navy and all their war-making allies in Congress and out of it will unquestionably gather their forces and fight for their life. Their forces are immensely powerful. No indirect methods, no simple, quiet conferences with a few leaders will do the work that must be done. We believe that Mr. Hoover can find irresistible popular support for the moderate measure of armament reduction at present contemplated if he will use the power of his position to make the issue clear."



"LET'S CALL OFF THIS ENDURANCE CONTEST"

—James in the St. Louis *Star*.

The chief argument used by Mr. Hoover's critics is that in order to reach "parity" with Great Britain our full fifteen-cruiser program must be completed, and even then Great Britain will have to scrap many of her ships. Senator Frederick Hale, of Maine, Chairman of the Senate Naval Affairs Committee, does not see how any possible agreement would do away with the necessity of building these cruisers. Representative A. Piatt Andrew (Rep., Mass.) similarly argues that we must build up to the British, and also insists that:

"It was certainly not the intention of those who drafted the cruiser-construction bill to give the President authority to suspend the building of naval vessels for which Congress had made appropriations, except upon one condition, and this condition was specifically named in the bill, 'in the event of an international agreement for the further limitation of armament.'

"Congress did not say that the President could suspend construction during negotiations, but only 'in the event of an international agreement.' Premier MacDonald's announcement that the building of certain naval vessels contemplated by the British Government will be delayed can scarcely be regarded as 'an international agreement.'"

"Direct violation of the law," is what the President's action is termed by N. T. Alifas, President of District 44 of the International Association of Machinists, to which all navy-yard machinists belong. According to a Baltimore *Sun* dispatch, Mr. Alifas is primarily concerned over the fact that the work was stopt on the three ships to be built in government yards, while the work on two ships in private yards is to go on.

What the country wants to know, in the opinion of *The Army and Navy Journal* (Washington), is "the facts about the secret negotiations concerning disarmament in progress in London. Here is a matter of vital moment to the American as well as the British people."

The President seems to the New York *Evening Post* to be violently stretching the meaning of the law in holding up construction. The Portland (Me.) *Evening Express* insists that a special act of Congress is required. The Sacramento *Bee* also thinks the President is disregarding the law, and in so doing he "has nullified at one stroke a long-considered and wise program of giving the American fleet that strength in cruisers in which it is so deficient." The Washington *Post* finds the President's act based on "a loophole hidden in the technical terminology of the act." And it says:

"Whoever advised Mr. Hoover to trade the exprest will of the American people for a mess of British disarmament pottage rendered poor service, indeed.

"In the first place, it was calculated to weaken the foundations of naval-reduction negotiations at a time when confidence of the American people is badly needed to counteract the impression that the United States is altogether too likely to be the easiest sort of victim to British diplomacy.

"*Cordiality with the British Government in the advance* negotiations over naval reductions is desirable. But it is not necessary to sacrifice American cruisers to procure it."

President Hoover, on July 30th, wrote a etter to Commander Paul V. McNutt of the American Legion, who had protested that "our lost naval parity with Great Britain" can be regained only by cruiser-building in America or cruiser-scrapping by Great Britain, and had suggested that an actual British scrapping program be inaugurated before America suspends construction on our cruiser program. In his reply the President said that the policy of parity "is enunciated by our naval authorities as a complete defense of the United States in any contingency, and defense is all that we seek." He continued in part:

"The first step of the renewed consideration of reduction of the excessive world naval armament has been acceptance of that principle as a preliminary to discussion between Great Britain and the United States. This is a forward step of the first importance.

"It seems to me that every person of common sense will agree that it is far better to at least try to establish such a relation by agreement before we resign ourselves to continued attempts to establish it by rival construction programs on both sides of the Atlantic."

In recent weeks press correspondents in London and Washington have been telling of conferences at London involving Prime Minister MacDonald, Ambassador Dawes, Ambassador Gibson, and the British First Lord of the Admiralty. Raymond Gram Swing has cabled from London to the New York *Evening Post* that the naval negotiations are reaching "the yardstick stage." The groundwork will soon be ready, we read in a Washington dispatch to the New York *Times*, for summoning a reduction conference among the five great naval Powers—Japan, France, and Italy, as well as the United States and Britain. What is now under consideration, says Drew Pearson, in a Washington dispatch to the Baltimore *Sun*, is "the possibility of holding one big naval conference next year for the consideration not only of cruisers, submarines, and destroyers, but also of dreadnoughts and airplane carriers":

"Such a plan, if carried out, would mean that the regularly scheduled conference set for 1931 to consider the future of capital ships would be speeded up to a date one year earlier. All naval discussion would be wiped off the international agenda in one stroke, and the public would not be bored with naval news for another ten years."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What is a "portmanteau word"? (p. 23).
2. Has the missing link ever been found? (p. 26).
3. What is the difference between Northern and Southern treatment of Negro criminals? Which way is better? (p. 10).
4. How much of a felled tree in lumbering is waste? (p. 20).
5. What United States Senator was landed at the very door of the Capitol the other day by an Army blimp? (p. 48).
6. Are motion-pictures responsible for youthful waywardness? (p. 28).
7. What bug broke thirty-seven Florida banks? (p. 12).
8. Is Marshal Feng, the famous Chinese general, really a Christian? (p. 27).
9. In what part of England is the cotton industry centered? (p. 14).
10. Why is it said that "there will never be another great ace"? (p. 50).
11. Why do British youth detest Galsworthy? (p. 23).
12. What is the yearly increase of world population? (p. 21).
13. How can sex be controlled in doves and water-fleas? (p. 18).
14. What is the new method advocated by the Prince of Wales for settling international rivalries? (p. 34).
15. What caused the great English cotton strike? (p. 14).
16. Does Canada need any more farmers? (p. 17).
17. For how much loafing time is the movie actor alleged to be paid? (p. 24).
18. How many school children are in daily attendance at the motion-pictures? (p. 28).
19. Why is there "so much brilliance to-day and so little merit"? (p. 20).
20. What event important to tourists took place in New Hampshire on a July day in 1869? (p. 42).
21. Where do our criminals come from? (p. 28).
22. Give four rules for curing seasickness. (p. 19).
23. What wealthy American donated $2,000,000 for a library for the League of Nations? (p. 16).
24. What is Canada's population? (p. 17).
25. What caused the New York State prison outbreaks? (p. 8).

AMERICA'S RESPONSE TO FRANCE'S DECISION TO PAY

A MESSAGE FROM THE HEART OF FRANCE to the heart of America that will effect a rapprochement more meaningful than the economics of a debt adjustment is seen by our press in the vote of the French Parliament to ratify the Mellon-Berenger debt agreement. The spectacle of Poincaré fighting off illness and postponing imperative treatment until he could drive the ratification through the Parliament compels tributes of admiration from many editorial observers. The memorable words of Briand, too, who takes up the governmental reins as they fall from the hands of Poincaré, are quoted again and again as an antidote to bitter flings indulged in by some papers on both sides of the water. He said:

"I had the formidable honor of being the head of the Government when the Americans entered the war. I know whereof I speak.

"The enemy was in the suburbs of Verdun. Those were hours of anguish. No one then believed that victory would perch upon our shoulders.

"In that desperate moment we called upon the men of the United States for our just cause. However bitter may be our internal debates in this painful discussion, I can hear the heart of France beating in gratitude to America.

"I am saying these words so that the people across the seas will know that there are some moments Frenchmen will never forget. I am repeating them because if ever in the future the terrible hardship which we have weathered should again strike our country and France again need the assistance of her friends, the latter should not be able to say, 'We can not expose ourselves to ingratitude.'"

THE FELLOW WHO IS GOING TO PAY THE WAR DEBT

—Fitzpatrick in the St. Louis *Post-Dispatch*.

"When Briand spoke, France remembered, and America, listening, could hear the heart-beats of a friendly people," says the Cincinnati *Times-Star*. "Americans will take less satisfaction in the knowledge that the French debt is now about to be paid than in the warm words of friendship spoken by this magnificent old statesman," according to the St. Paul *Pioneer Press*. The Spokane *Spokesman-Review* declares that

"When Premier Poincaré and his brilliant Foreign Minister, Aristide Briand, drove debt ratification through the French Chamber of Deputies by a narrow margin of eight votes, they gave France a higher service than they gave the American people. History and posterity will applaud that victory as saving French honor from tarnish and imparting a glory as great as any that Napoleon won on a field of battle.

"Shyster politicians and yellow journals had long been urging the French nation to do a shameful thing—to repudiate a debt of honor, after the creditor country had generously canceled about one-half the debt and laid an added burden upon its own taxpayers. For that is the financial reality of our debt settlement."

Yet satisfaction with the clearance of the last of the war debts to us (except from Russia and the lost Armenia) is tinctured with plenty of detailed criticism. That a payment of some $400,000,000 was due August 1 for war supplies turned over to France after the Armistice by the Dawes Commission, is mentioned by many papers as a considerable factor in the financial situation. That sum under the settlement is merged in the total funded debt to be eventually liquidated by annual instalments. The Richmond *News-Leader* acidly remarks, "France Willing to Sign to Avoid Paying Cash." By formal exchange of letters between Secretary Mellon and the French Government, the date of payment for the war supplies, previously postponed for ten years, is extended for another year, pending final ratification of the merging settlement by Congress that is now required and expected.

Leading papers point out that France "saved face" by agreeing to the settlement without reservations, and then passing supplementary resolutions which call upon the Government to pay us from sums owed to France by Germany. This, as the Chicago *Daily News*, like other papers, explains, "is to be interpreted as an academic instruction to future governments":

"The creditor nations are not required to take any notice of it. There can be no question of tacit assent in the case. Should France at any time find it impossible to meet its obligations under the accord without endangering its national economy, the creditor nations, despite inflammatory electioneering talk about Shylocks, would readily grant extensions or agree suitably to revise the settlement. As Secretary Mellon has said repeatedly,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

no express reservations are necessary to stipulate the obvious. Capacity to pay is the basis of the accord with the United States, and certainly at present, or under the so-called Young substitute for the Dawes reparations plan, France's ability to meet the annual charges can not seriously be called in question."

In effect, says the New York *Times*, "France has agreed to pay while giving it clearly to be understood that she does not think she ought to be required to pay." "Ratification weaves war-debts and reparations closer together than ever," according to the Newark *Evening News*. That France will pay as she is paid is "tacit in the Young reparations plan," we read, for "Allied debts were taken as an irreducible minimum for starting negotiations." Further:

"Premier Poincaré advanced the powerful argument that France can not expect to be paid what is owed her unless she pays what she owes. Evasion of her debts would be a bad example to set to Germany, particularly at this moment when a conference to arrange for putting the Young plan in operation impends. With the Berenger-Mellon agreement ratified, France can enter that conference with clean hands."

"The situation compels taking what we can get and not what was actually owed," according to the Portland (Me.) *Evening Express*. The St. Louis *Globe Democrat* expresses general press opinion that Congress will speedily ratify the agreement "at the earliest possible moment."

French temper and the terms of the agreement were reviewed in our Foreign Department last week (page 15, August 3).

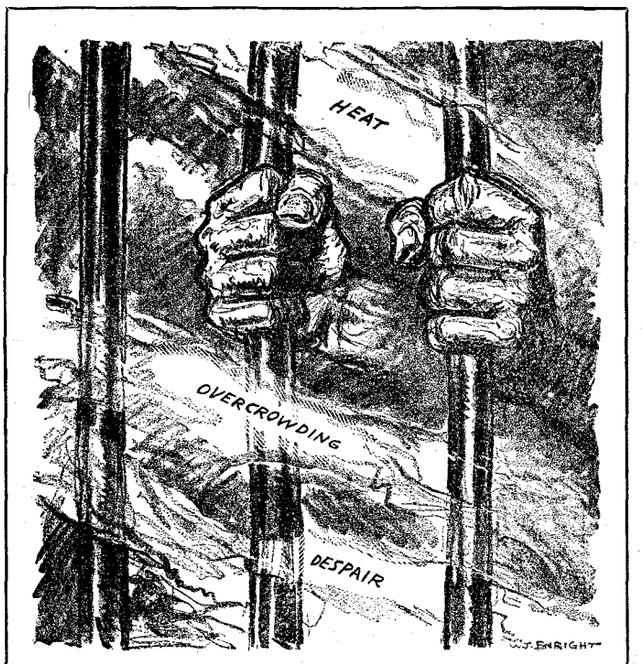
President Hoover, in a statement expressing gratification over the ratification, characteristic of France's "high sense of honor and financial responsibility," thinks that "in fairness to the American people" he is "justified in mentioning the liberality of the settlement":

"The total debt of the French Republic to the United States, as of June 15, 1925, was approximately $4,230,000,000. On a 5 per cent. basis, which is the rate of interest borne by the obligations given by the French Government, the present value of the payments provided for by the Mellon-Berenger agreement is $1,681,000,000, or, in other words, a reduction of approximately 61 per cent. of the total indebtedness.

"This settlement in effect wipes out the entire indebtedness of France which arose during the war period, and simply provides for the payment of advances to France after the Armistice, which aggregate, including accrued interest, $1,655,000,000. While some of the after-armistice advances were made for the liquidation of obligations incurred in this country by the French Government during the war, considerable advances during the war period itself were for permanent improvements, for shipping, for the meeting of obligations to private creditors incurred prior to the entrance of the United States into the war, and advances to the Bank of France for credit and exchange purposes.

"I am giving these facts so that in recognition of the honorable way in which France has to meet its obligations, they will understand that our people, too, feel that this settlement involves a measure of sacrifice on their part."

"There is every reason to hope and believe," concludes Mr. Hoover, "that such an agreement, based as it is on mutual sacrifice and consideration, can not but promote a better understanding between these two great nations and serve further to cement a friendship that has lasted for a century and a half."



DANNEMORA AND AUBURN

—Enright in the New York *World*.

NEW YORK STATE'S PRISON REVOLTS

TWO PRISON OUTBREAKS, unprecedented in the history of New York State, in which hundreds of desperate men tried unsuccessfully to shoot and batter their way out of Clinton and Auburn prisons; attempts which came within a week of each other, left several dead and dying prisoners and keepers in their wake, and resulted in the escape of four of the ringleaders, have sent a shiver of apprehension, not only through the prison officials concerned and thousands of near-by residents, but throughout the nation. For, it is remarked, there are prisons—and desperate characters behind their walls—in every State. If "lifers" in New York State prisons can hatch plots to escape—plots which, in one instance, at least, came within a hair of succeeding—what may not gunmen and killers in any other State prisons be planning? May not the same conditions which led these convicts to make their reckless foray exist elsewhere? And, while we are about it, what are those conditions in New York State, and how can they be remedied? That is the question now occupying the attention of Governor Roosevelt.

To begin at the beginning, on the afternoon of July 28, a "trusty" at the Auburn prison, by throwing acid into a keeper's face, obtained his keys to the arsenal. Riot guns, rifles, pistols, and machine-guns were distributed among the prisoners, six prison shops were set on fire, and, with the smoke as a screen, hundreds of prisoners rushed the walls and attacked the gates with battering-rams. For five hours the battle raged, but in the end the guards, reenforced by State troopers and militiamen, drove the prisoners to cover with machine-guns, rifles, and tear-gas bombs. A check-up then showed that four convicts had escaped, two prisoners had been killed, and three guards, a fireman, and twelve convicts wounded. In the riot at Clinton Prison, at Dannemora, on the previous Monday, no guards were seriously injured, no convicts escaped, and three of the mutineers were killed.

"These breaks are danger signals which the entire country should heed," declares the Washington *News*. In the opinion of Governor Roosevelt and the State Commissioner of Corrections, the severity of the Baumes laws, under which a criminal convicted of a felony for the fourth time is given a life sentence, is responsible for the uprisings at Auburn and Clinton prisons. Under these laws, it is pointed out, a burglar, for his fourth offense against property, may serve the same sentence as a murderer. Furthermore, Auburn is said to be the oldest prison in the State, having been built in 1816. The cells are small, and many prisoners are forced to sleep in badly ventilated hallways. There are also charges of underfeeding the prisoners at each prison. And, adds the New York *Herald Tribune:*

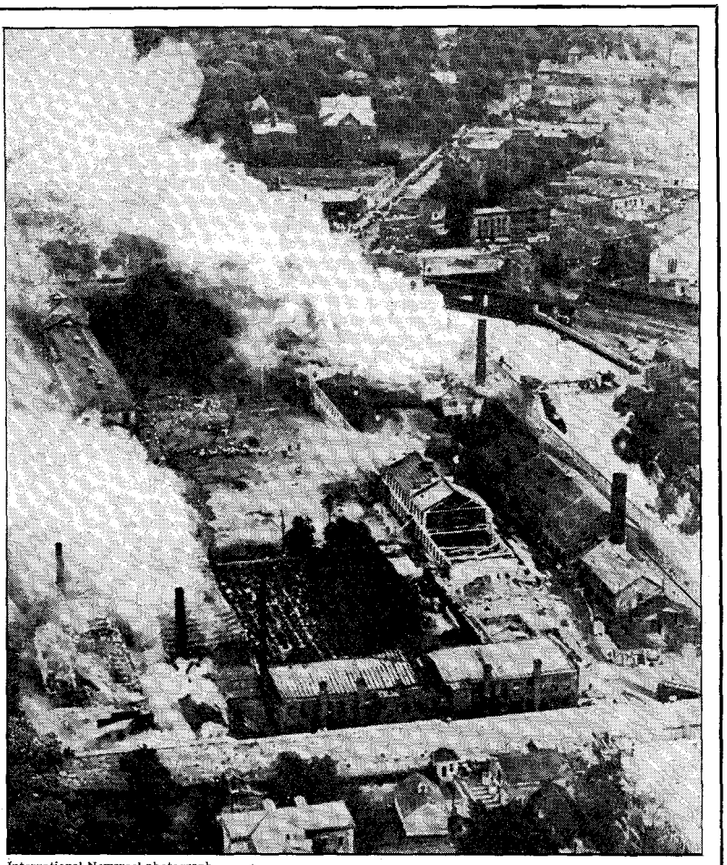
"Both Clinton and Auburn prisons are badly overcrowded. This is not a new condition or peculiar to these particular penitentiaries. But it happens that since the epidemic of violent crime which followed the war, and since the enactment and enforcement of the Baumes laws, the average sentence imposed

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

upon these crowded inmates has been lengthening. There are many more 'lifers' among them than there used to be. Convicts as a whole are now in a more desperate frame of mind. They are in a mood to take greater chances on the theory that they can't lose, whatever the outcome."

It is also a fact, says the New York *World*, that—

"In both prisons the physical conditions were such as to have been described by authoritative investigators as a disgrace to the State of New York. At Dannemora (Clinton Prison) about 1,600 prisoners were confined in cells built to hold 1,160. At Auburn nearly 1,700 prisoners were kept in a prison designed to accommodate 1,226. There may be some who will think it a small matter that four or five hundred extra men in each prison should be crowded into places which, even for the numbers they were designed to accommodate, are obsolete and insanitary. But to some it will be evident that if there is one condition more than any other which drives mobs to hysterical action, it is the incessant jostling of one human animal against another."



International Newsreel photograph

AUBURN PRISON'S $500,000 FIRE

A view from the air of Auburn Prison, where desperate convicts started fires in six different places, first to aid them to escape, then, finding the guards and militia too much for them, in revenge. But, like German prisoners of war, who were obliged to fill in the holes made on American airdromes by the bombs of German aviators, the prisoners will be required to clean up the débris.

Responsibility for the failure to provide sanitary prisons large enough to house the increasing number of habitual criminals, maintains the Brooklyn *Eagle*, "rests with the legislature, which has stubbornly refused to provide funds for improved State institutions." The Auburn and Clinton revolts, the New York *Telegram* is convinced, "show that our prisons must be enlarged and cleaned up, both in the physical and in the scientific sense." Moreover:

"They show that the State has got to fight or solve its crime problem with sense and with all the money that is needed. They show that means must be provided for segregating the 'lifers,' the other long-term prisoners also, to keep them from spreading their vengeance throughout the prisons.

"They show that more and better guards have got to be hired at better wages. They show that the State has got to treat crime as it would disease in a human body.

"Crime is a disease. Confined in crowded and contaminated walls, it is a virulent disease which spreads out into the public with every prisoner who takes off the gray prison suit.

"If we had a war to fight we would throw our whole human and material resources into the winning of it. But in this war on crime we economize and compromise.

"To relieve the causes of the two outbreaks the State has got to dig up huge sums, not only for new prisons, but for personnel and facilities for scientific segregation of them for rehabilitation purposes.

"The Baumes laws—tho data are almost completely lacking—appear to have deterred crime. And we believe that any suggestion that they are not good laws is both unfounded and gratuitous at this time. It is only natural that convicts should be irked by increased punishment.

"Yet the very fact that society has seen fit to answer the increasing contemptuousness of criminals with the severe Baumes laws makes it necessary for society not only to provide space for the increased prison population, but also to defend itself against the effect of resentment upon persons to be discharged from prison after serving their sentences."

In the opinion of the Binghamton *Press*, it is very unfortunate that Governor Roosevelt criticized the Baumes laws, since such an attitude on the part of the State's Chief Executive "gives the professional prison reformer a reason for renewing the agitation for mollycoddling the underworld." According to the Binghamton daily:

"There isn't anything soft about the underworld. It slays and destroys and threatens. There should be nothing soft about society's methods in dealing with the criminal class. The Baumes laws have furnished the State of New York with a real set of teeth whereby it bites into and hangs onto the wolves that have been ravaging the social herd."

On the other hand, the Philadelphia *Record* explains:

"The Baumes laws take away from judges the elasticity of judgment always hitherto used to strike a fair balance between the letter of the law and its spirit. By declaring the fourth conviction for felony, of whatever degree and nature, cause for a life sentence, arbitrarily, without consideration of what may actually constitute habitual and incurable criminalism, they compel judges to fill the prisons—and they encourage outbreaks of desperate convicts.

"Serving a fixt sentence of so many years, the convict lives in hope of freedom. When sentenced for life, his hope is gone, desperation takes its place, and the convict will accept the wildest chances in an endeavor to shoot his way out.

"The Baumes laws encourage violence and bloodshed, cheapen the lives of prison guards, endanger whole communities with the threat of a regiment of desperate outlaws turned loose to ravage the countryside.

"Overcrowded prisons are as much a menace as the loose criminal.

"The whole American prison system needs to be turned upside down and inside out."

Finally, observes the Chicago *Journal of Commerce*, prison officials of other States should draw two lessons from the Clinton and Auburn riots:

"First, any condition, such as overcrowding, which makes prison life physically intolerable, should be alleviated as soon as possible; and secondly, special precautions against mutiny should be applied during the next few months and particularly the next few weeks, because the news from New York State will incite similar attempts in other prisons, just as the news from Clinton Prison undoubtedly incited the convicts at Auburn."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SOUTHERN REMARKS ON NORTHERN RACE RIOTS

SOUTHERN "MOBS" HUNT OUT individual bad Negroes, but Northern "mobs" tend to make whole Negro colonies suffer for the guilty one, say many Southern papers in comment upon the "injustice and barbarity" of the recent "race riot" at North Platte, Nebraska. Typical is one editorial on "The Nebraska Diversion" in the Charlotte (N. C.) *Observer*, which repeats the news reports that "because a Negro killed a police officer in a Nebraska town, the entire Negro population of over 200 was driven out, and had to go, regardless of salvaging of household goods. This was after the murderer was trapt in a basement, which was drenched with gasoline and fired, the Negro defeating the proposed torture by killing himself." Continues *The Observer:*

"The Nebraska mob, like mobs in the North, was not satisfied with singling out the guilty man and giving him punishment of the kind usually meted out by mobs, but directed its vengeance upon the entire population. That is the mob law in the North and West, as distinguished from mob law in the South. Now, will Oswald Villard, and Northern editors of his type, whose mission in life is to fan sectionalism, and especially to direct prejudice against the South, give this section a brief resting spell?"

"Southern communities have been guilty of lynchings," says the Macon (Ga.) *Telegraph*, "but no Southern community has been guilty of such gross injustice to Negroes," and among many Southern papers which emphasize this point may be mentioned the Montgomery (Ala.) *Advertiser*, El Paso (Texas) *Times*, and Winston-Salem (N. C.) *Journal*. Others take occasion to insist that the Negro's best friends are in the South. For example, in the Nashville *Tennessean*, we read:

"Here the mob does confine its punishment to one it believes to have been guilty of some grave outrage. In the North or West, a whole race is held accountable for the crimes of a single member. That is the very refinement of cruelty and injustice. In the South we know that the great majority of the Negroes possess virtues that largely overbalance their vices. Taking them as a whole we find that they are kindly disposed, accommodating, loyal, and trustworthy. We do not outlaw them because of the comparatively few who lack these or any other good qualities. It must be increasingly evident to the observing Negro that his best and most appreciative friends among the white people are to be found in the South. Here he really has his greatest opportunity and finds his safest haven. The relations between the two races are quite cordial, as it should be."

Nebraska papers commend Governor Weaver's step to afford ample protection for the evicted Negroes who return to North Platte, his authorized investigation of the "disgraceful affair," and determination to prosecute the mob leaders. The Attorney-General's investigator makes a report, published in the Nebraska *State Journal*, which separates the "mob" activities from the officials' attempt to capture the Negro "bad man" in the "chicken hut" where he shot the policeman and then himself after a gasoline fire had been started above the trap-door below which he had hidden. Four leaders of some twenty men and boys, who later ran all the other Negroes out of town, are said to have been identified for prosecution. Considerable evidence of "bootlegging" in the colored colony was unearthed. "In the proper sense of the term there was probably no mob," observes *The State Journal*, which goes on to say:

"If the people were misinformed concerning the extent of this affair in a Nebraska town, who was to blame? The stories concerning the mob and its actions, concerning the deportation of 'two hundred Negroes' when thirty or less made up the colored population of the town, and concerning the attitude of peace officers there, came from North Platte. They had their origin in that city, and they were broadcast to the world.

"It would seem that North Platte has more cleaning up to do than merely controlling its lawless citizens. It should see that situations that arise in the future are not exaggerated, as they seem to have been in this most recent instance."

About the same time race trouble broke out at Princess Anne, Maryland, which leads to further comment in Southern papers such as the following, headed "Violence, Wholesale and Retail" in the Norfolk *Virginian-Pilot:*

"In the Maryland town the trouble would seem to have had its origin in white resentment over the habitual congregation of large numbers of Negro shoppers on the principal business street on Saturday nights. A fight between a Negro and a white man brought the smoldering feeling on this subject into the open, with hand-to-hand warfare between the races as a result. While no casualties are reported, the Negroes were forced to leave town, and many of them left their evening's purchases and also their automobiles behind.

"Measured by the absolute standard, one manifestation of mob violence is as disgraceful as the other. A few Southerners may preen themselves on the fact that they do not fall into the error of driving out whole Negro populations, as Princess Anne and North Platte have done. The North may indulge in self-congratulation because it does not resort to lynch law in punishment for real or imagined offenses charged against Negroes. But stript of non-essentials, race violence is still race violence, and is to be condemned regardless of its form."

The Nashville *Banner*, which maintains that the South has stedfastly sought to lead the Negro race forward and upward, "withholding only that recognition of racial social equality, which would have been a manifest betrayal of the destiny of one race and inevitable wrong to the other," says:

"May not the circumstance that these disturbances, separated tho they were by over a thousand miles and in sections whose traditions and environment are so different, occurred almost simultaneously, have its suggestion that there is need for national sympathy of approach to consideration of a question which is manifestly not sectional?

"Is there not reminder, too, of the call for clear and sober thinking by the leadership, North and South, of both races at a time when such irritants as the action of the President, the utterances of the misguided DePriest, of such inveterate critics as the Chicago *Tribune*, and such intemperate sectionalists as Tinkham, are so visible?

"The South, in reality, has no race problem—that belongs to a vanished day, and it will set its face as flint against any movement, whether from within or without, to drag it from its grave."

At the same time the Columbus (Ga.) *Enquirer-Sun* exclaims, "Let the South Congratulate and Emulate Alabama's Stand for Justice," in an editorial which relates that—

"Just about the time of the North Platte outbreak, Lester Bouyer, an Alabama Negro with a criminal record, killed a young man and wounded and assaulted the young woman who was with the murdered man. Here was double or triple cause for a lynching, and in Alabama, a few years ago, mob violence and lawlessness would have occurred. To the everlasting credit of Alabama, from its Governor down to the sheriff of Barbour County, let it be said and repeated, the orderly process of law was followed without wavering."

Governor Graves, it is explained, took no doubtful chances. He called out the National Guard to aid authorities in protecting the prisoner against a possible outbreak of mob passion. Bouyer was speedily indicted, tried, and sentenced to die. *The Enquirer-Sun* concludes:

"The vast majority of Southern editors have long been aware that it does not move the South a single step forward to attempt to palliate lynchings in the South by using the lynchings and gang killings in the North as barriers against criticism of Southern lawlessness. The South realizes that to excuse its own defect by pointing out similar defects in other sections of the country is begging the question. Our own shortcomings must first be remedied, and when we have achieved that, we shall be in a position to assail the North or the West, something which, in the changed circumstances, we shall probably not care to do. Meanwhile, let the South join in congratulating and emulating the State of Alabama, while our Governors keep in mind the firm and justified resolve of Governor Graves: 'There will not be a lynching in Alabama if I can prevent it.'"

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

AMERICA'S MARATHONS OF THE SKY

WHEN THE AIRPLANE *ANGELENO*, with its two "tough hombres," came to earth on July 12, after establishing a refueling endurance record of more than ten days in the air, the knowing ones in aviation nodded their heads and opined that here was a record that would "take some beating." And they were right. Endurance-flyers, two of whom were killed in the attempts, circled for days and nights on end about the cities of Houston, Cleveland, Shreveport, Minneapolis, and San Francisco, but were unable to eclipse the *Angeleno's* record. Then came Dale (Red) Jackson and Forest O'Brine, two daring and experienced young St. Louis flyers, with a light Curtiss-Robertson plane and new type of air-cooled engine. Starting on July 13, which many of the superstitious considered an unnecessary handicap, they circled about the Lambert-St. Louis airport until the news of the untimely death of one of their flying pals, together with an urgent note from their sponsors, brought them to earth, some seventeen and a half days after the take-off. With a "crick" in its collective neck, St. Louis welcomed them with open arms.

But, with the Army Air Corps *Question Mark*, the record of the Fort Worth endurance-flyers, and the deaths of the two Minneapolis pilots in mind, the question: "Is it all worth while?" occasionally crops up in newspaper editorials throughout the country. "What is to be gained by droning in aimless circles above an airport for two or three weeks?" the Boston *Herald* wants to know. "Following an era of marathon dances, flag-pole sitters, and hog-calling contests, we are now inundated by a wave of endurance-flying," laments the New York *Telegram*. Speaking of the earlier flights, this Scripps-Howard daily goes on:

"The optimists shout about the great lessons that have been learned from these flights. Lessons have been learned, it is true. The *Question Mark* taught that rocker-arms can not go ungreased for more than 151 hours. Not important, that.

"The flight of Kelly and Robbins at Fort Worth taught that if a wooden propeller is bruised or nicked, it will eventually swell and warp, leading to vibration. Didn't all pilots know that?

"The recent flight of Newcomb and Mitchell at Cleveland taught that when men fly through bad weather for a week, they are more dead than alive when they get down. That, and nothing more.

"More than a dozen endurance-flight attempts have failed. Lives have been lost. Expensive planes crashed. Even those that succeeded took terrific toll of human energy.

"A record refueling-endurance flight advances aviation about as much as a two-week dance marathon adds to the beauty and dignity of the art of Terpsichore."

"Few industries," points out the Philadelphia *Evening Public Ledger*, "are so dependent as aviation on that intangible element, public confidence. And every publicity stunt that ends in a crash; every useless act of daring in the air that is paid for in human life, does infinite harm to flying." We read on:

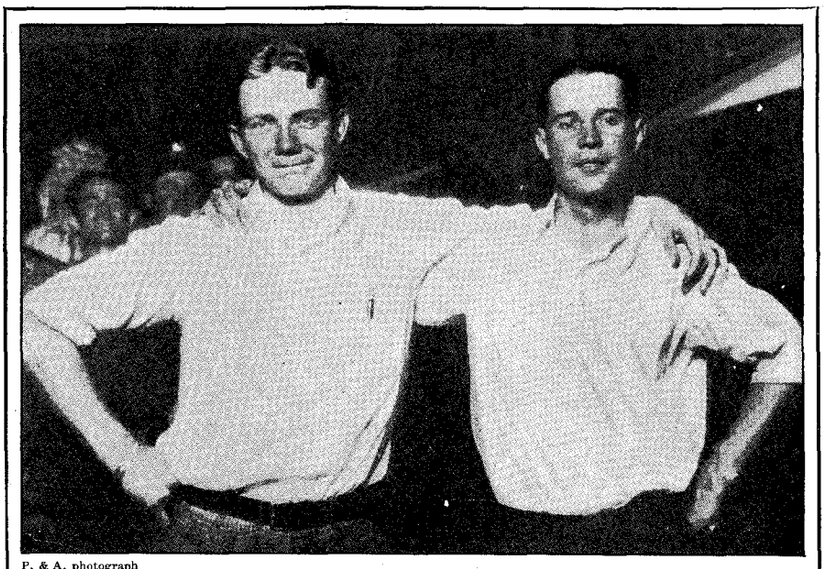
"Not one in a score of these dangerous flights or record-seeking performances has any real laboratory value. If successful, they open a golden door to personal profit for those that achieve them; if they end in fatal failures, they are laid at aviation's door.

"Another critical period waits just round the corner for the industry, when giant mergers and incorporations invite the public to become a financial partner in an unknown and untried future. There will be trouble enough in that transition period without prolonging the mania for records."

"Marathon flying," agrees the Norfolk *Virginian-Pilot*, "is fast taking on the color of lunacy, and it is time for cooler-headed leaders in the aeronautical industry to step in and call a halt."

On the other hand, the action of Major Robertson, sponsor of the record-breaking endurance flight of the *St. Louis Robin*, in requesting the two pilots to come down while their plane was in an airworthy condition, their engine functioning, and they themselves were in good health, proves to the New York *World* that the flying business is rapidly outgrowing its gipsy and barn-storming rompers. Says *The World:*

"It must have been a temptation to let these men fly on and set a record that the world would consider almost miraculous.



P. & A. photograph

DALE (RED) JACKSON AND FOREST O'BRINE

Of St. Louis, by way of Faribault, Minn., and Des Moines, Iowa. These two pilots of the Curtiss-Robertson Company, of St. Louis, in a Robin monoplane equipped with a 170-horse-power Curtiss "Challenger" engine, recently broke all refueling endurance records by remaining in the air 420 hours, 21 minutes, 30 seconds. Incidentally, they earned, together, some $31,000 besides their flying pay and several thousand dollars in voluntary contributions. They are expected to share this total with the refueling crew which made their success possible—Major Wassal and P. V. (Shorty) Chaffee.

He did not do that. After seventeen days, he said, all the objects of the flight had been accomplished: the motor, the plane, and the men had all been tested, and it was better to make an end before weakening of some unit might cause disaster. As evidence that money had nothing to do with his decision, he agreed to compute the bonus on the basis of 500 hours.

"It was an altogether gratifying thing to see a record-making performance deliberately renounced in favor of safety."

The seventeen-and-one-half-day flight of Jackson and O'Brine, says the St. Louis *Star*, brings nearer the era of air transportation. As the San Francisco *Chronicle* reminds us:

"Endurance flyers learn something useful for aviation, even when they do not break the records. Sometimes the reasons they fail are a valuable contribution to flying knowledge.

"They learn what makes a plane or an engine fail in actual service. An engine run on a block with throttle wide open for many hours may break down in just a few hours of actual service in the air. Makers want to know why. Nobody buys an automobile because the engine runs well in the shop. The builder tests his new designs in many days of grinding on the roads.

"The hard treatment a motor gets in endurance flights shows up its weak points, then the manufacturer can correct them."

"These flights," maintains the Troy *Record*, "are increasing the skill of mechanics, sharpening the vision of aeronautical engineers, advancing the accuracy of refueling in the air, and bringing out the requisite qualities of nerve, daring, and stamina in pilots and refueling crew." "Let the records fall!" exclaims the Jersey City *Journal;* "that way lies improvement."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE BUG THAT BROKE THE BANKS IN FLORIDA

THERE IS AN ELDERLY WOMAN in Florida who has been sleeping nights with $32,500 in cash under her pillow, but as each succeeding night goes by she sleeps a little more easily, and in a little while, writes John Temple Graves 2d from Jacksonville to the New York *Times*, she will be putting it back in the bank and soon after it will be turned into the channels of trade to play its part in the State's comeback after the recent epidemic of bank failures. Between May 15 and August 1 it was reported that thirty-seven Florida banks failed. As one newspaper writer puts it, "the banks closed down because the citrus crop failed, and the citrus crop was destroyed by the fruit-fly." In one day last month ten failures were reported. But that, in the words of State Controller Amos, was "the darkened hour that comes just before dawn." From all over the country came sympathetic and optimistic editorial echoes of this declaration, until the Tampa *Tribune* repeatedly quoted sentences from Northern papers paying tribute to Florida's comeback spirit, its essential stability, and its indestructible physical resources. And Florida, comments *The Tribune*, hopes to justify these good opinions and good wishes, and to-day "'greater stability' is the keynote; more manufacturing, greater development of agricultural resources; fewer false alarmists, more constructive thinkers and workers."

In the restoration of confidence the Federal Reserve Board played its part, in particular by rushing $1,000,000 by airplane to Tampa and quelling panicky runs on two leading banks. Such a spirit of panic, observes the Jersey City *Journal*, might easily have spread beyond the boundaries of a single State, and so:

"In the latest events in Florida can be seen a practical demonstration of one of the important benefits of the Federal Reserve System. Here is seen a practical warning to those politicians who would tamper with the Federal Reserve System to go easy, lest in trying to improve upon something that works well in the main they might accidentally spoil a good thing."

But the part played by the Mediterranean fruit-fly in Florida's financial crisis is well worth special notice. Until the pest appeared, says John Temple Graves 2d in his dispatch to the New York *Times*, "there was every reason to believe that the penalties of a collapsed real-estate boom and two hurricanes had been paid, and that nothing remained to impede this peninsula from the 'golden round' which had always been its destiny."

"With the biggest tourist season in history just ended, with building operations mounting again all over the State, with public credit bolstered by heroic measures in the last legislature, with new industries and capital beginning to filter in, with developments in aviation pointing to the State's lakes and plains as a vast landing field for aerial commerce between North, South, and Central America—Floridians were about to indulge in optimism and a largeness of spirit as Gascon as any that was current here in 1925.

"The fly, with threats of ruin to crops and groves for years to come, was a hateful anesthetic to this reviving spirit. The threat for the future was more demoralizing than the actual immediate destruction and, more than anything else, has been responsible for the nervousness and the tightening of credit, which closed nearly thirty banks recently within as many days."

Thus Mr. Graves begins the story. Let us turn to another account in the shape of *The American Banker's* condensation of reports brought back to New York City correspondent banks by their representatives sent to Florida to study conditions. They learned that the nervousness started last winter in unfounded fears of overproduction of citrus fruits:

"Then came the devastating news that the Mediterranean fruit-fly had been found infesting certain areas, and to the fear of overproduction were added reports that shipment of Florida fruit into the United States market would be prohibited, and that with a bumper crop, only the low-priced European markets remained.

"Only a few days ago did it become definitely assured that the next crop, that which will ripen next winter, would be allowed into the American market.

"With the waning of confidence, the normal spring withdrawals of funds by winter residents returning north, by Floridians leaving on their summer vacations, and by payments for fertilizer and other expenses of summer grove cultivation, were aggravated by a slow run as local depositors withdrew money for fear that serious trouble would develop.

"Their withdrawals, in fact, made it inevitable that serious banking trouble would develop.

"Of course, it is not being contended that the present conditions in the fruit market are the sole cause of the current failures. Like most all bank closings in Florida, these have some of their roots in the collapse of the real-estate boom and the subsequent hurricane contributions to the deflation process.

"The banks that failed this month are reported to have had considerable sums in frozen assets in the form of mortgages dating back to that unhappy period, and thought not to be sufficiently liquid.

"The situation has now quieted down, and no further trouble is expected. Confidence is again taking hold, and investigation reveals that the crop condition is not as bad as was supposed.

"Part of the loss to growers was caused by the haste with which some of them picked and shipped their fruit out, because of the prospect of an embargo on all fruit of the State and the panic prices at which they sold it. Means have been discovered for checking the ravages of the fly and minimizing the menace to the fruit in transportation. As a result, much of the crop will find its way to market, and the losses of those who did not hurriedly ship their crop will not equal those who did. While there will be some loss, it will be considerably under former estimates.

"This improvement has made its contribution to the stabilizing of the banking situation throughout the State. Tension has been relieved and confidence practically restored, according to observers who should be in a position to know."

Florida papers report reviving confidence and the probable payment of one hundred cents on the dollar to depositors of the closed banks. From the Department of Agriculture at Washington comes this reassuring news, as set down in the dispatches:

"A committee of seven specialists who have studied the fruit-fly situation has recommended to Secretary Hyde that the quarantine be lifted in sections of Florida infested by the fruit-fly to permit shipments of citrus fruit after certain treatment. The committee said experiments have shown that citrus fruit, and possibly other fruits and vegetables, may be treated, or processed, so as to make possible movement in commerce without risking spread of infection."

Furthermore, President Hoover has announced that, following precedent of meeting the emergency costs of destroyed crops and live stock in the fight against the hoof-and-mouth disease, he will ask Congress to appropriate money to cover the cost of fruit crops destroyed in the drive for extermination of the fruit-fly. Appeals for aid have also been made to the new Federal Farm Board which took the case up with the President.

The Jacksonville *Journal* quotes the State Chamber of Commerce statement based on reports from all sections that "Florida, as a State, is enjoying a sound substantial growth which argues greater prosperity than ever witnessed before." It is possible to believe with State Controller Amos, says the Baltimore *Sun*, that the present situation is the storm that precedes fair weather.

To return to the discussion of the ravages of the fruit-fly in Florida, we find the Miami *Herald* making an interesting point. It has been suggested by Dr. Howard of the U. S. Bureau of Entomology at Washington that storms which visited the Florida coast might have blown the fruit-fly from the Bahamas or Bermuda. This theory was noted in a recent issue of THE DIGEST, but the Miami paper points out that the counties chiefly affected by the storms in question have not been infested by the fruit-fly, and that "the pest was first detected in a grove in Orange County, many miles away, and which was not damaged by either of the two storms to which allusion is made." It follows therefore, we read, "that the fruit-fly did not come by way of storm from either the Bermudas or the Bahamas, or the infection would have taken place on the coast where the storms struck."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

TOPICS IN BRIEF

MANY a former movie star has talked himself out of a job.—*Judge.*

ALL they need to establish peace in the Balkans is a little less proximity.—*Stamford Advocate.*

ENGLAND won't admit Trotzky, but then Trotzky himself won't admit much, either.—*Philadelphia Inquirer.*

MOST people believe in law and order as long as they can lay down the law and give the orders.—*Ottawa (Kans.) Herald.*

A FIRE which started in an Ohio coal-mine forty-five years ago is reported to be still burning. We wish our coal-dealer would deliver stuff like that.—*Punch.*

AIRPLANE endurance records apparently have very little endurance. — *Dayton Journal.*

PRETTY soon the signs will read: "Why pay rent? Take to one of our endurance planes."—*Manchester Union.*

AND to think that we could have been rich long ago just by letting one another have everything on credit.—*Hartford Times.*

AN Eastern lad claims distinction for not having worn a hat for six years. Seems to be a non-top record.—*Arkansas Gazette.*

IN a recent newspaper interview, Leon Trotzky says everything will come right in the end, but he omits to say whose end.—*Punch.*

NOW we know why a Republican Congress passed the quota law. Everybody in Europe is a low-tariff Democrat.—*Dallas News.*

THE talkies are said to be bringing a new type of face to the films. And yet there are people who decry this form of entertainment.—*Punch.*

UNTIL Mr. Hoover tells the Senate what kind of a tariff he wants, the Senate can't be certain of giving him the kind he doesn't want.—*San Diego Union.*

BY the time Russia and China can decipher each other's notes, their tempers should be sufficiently cooled.—*Indianapolis Star.*

AN artist claims to be able to paint pictures that can be washed. This should assure their being hung on the line.—*Punch.*

ONE thing we must say for these endurance flyers is that they don't come down and claim they did it "for the kiddies."—*Nashville Banner.*

TALKIE films are to be introduced on many ships at sea, it appears. "Heaven help the sailors on a night like this" will take on a new meaning.—*Punch.*

NO mere man can ever understand why a woman will pay five dollars for a pair of stockings that give the impression that she isn't wearing stockings.—*Arkansas Gazette.*

THERE is a new danger in aviation nowadays. An aviator coming down on a field after making a new record is liable to collide with others just starting out to break it.—*Judge.*

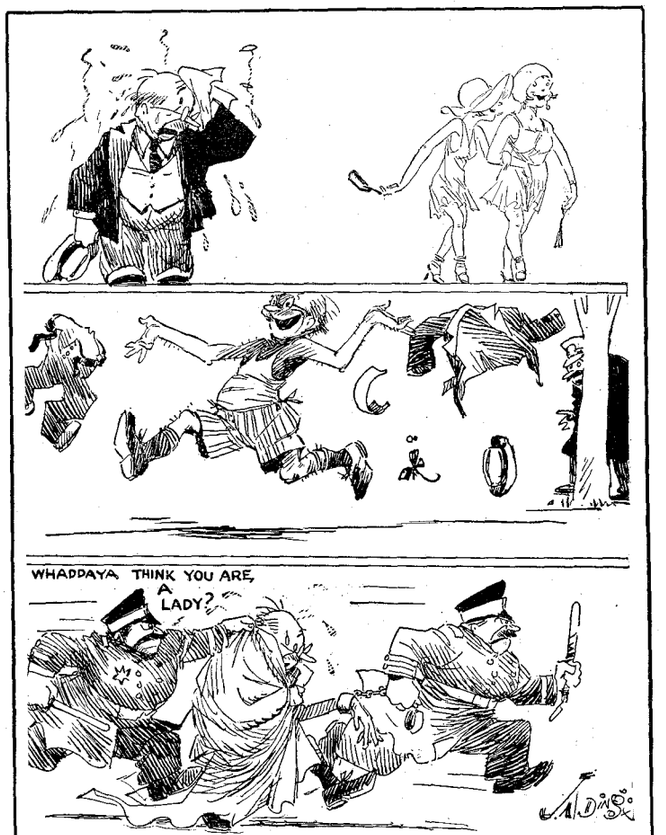
NECESSITY may be the mother of invention, but laziness is its father.—*Kay Features, Inc.*

IF the Chinese wish to steal railroads, they should learn the peaceful Wall Street method.—*Duluth Herald.*

WHAT more than one ambitious aviator wants is an endurance record that has some endurance.—*Arkansas Gazette.*

THIS summer as never before the women have been demonstrating that they have backbone.—*Savannah Morning News.*

OF course, the saloon will never return. How could it expect to wrest the corners back from the chain drug-stores and filling stations?—*Louisville Courier-Journal.*



Copyright, 1929, by the New York Tribune, Inc. Courtesy of the New York *Herald Tribune*

THE WHITE MAN'S BURDEN

—Darling in the New York *Herald Tribune.*

ANYWAY, endurance flying offers a week or so of touring without parking trouble.—*Arkansas Gazette.*

THE speed of the new liner, *Bremen*, shows how anxious some persons are to get to America. — *Indianapolis News.*

CLARA BOW has been receiving 40,000 letters a month, and yet the Post-office Department is losing money.—*Toledo Blade.*

ONLY a few weeks more until school opens, and then parents will have to begin again on the homework.—*Kansas City Star.*

OUR guess is that if Russia and China go to war over the disputed railroad, Japan would start running the trains.—*Dallas News.*

THE average man is afraid to wear the kind of hot-weather garments he'd like to. It ain't the heat. It's the timidity. — *San Diego Union.*

ONE sad thing about this Chinese-Russian war is that both sides will always believe they would have won it if they hadn't been stopt.—*Wichita Eagle.*

"FEW successful men are bachelors." In short, a rabbit doesn't run its best unless there's something behind it.—*Lincoln Star.*

"WHAT has come over Premier Mussolini?" asks the Washington *Post.* Whatever it is, nothing has overcome him.—*Toledo Blade.*

THERE are enough autos in the United States for everybody to ride at once, and the pedestrians would be safer if they did.—*Dallas News.*

TWO missing stanzas to "Home Sweet Home" have been found. It will take more than that to get the motorists to stay there.—*Wichita Eagle.*

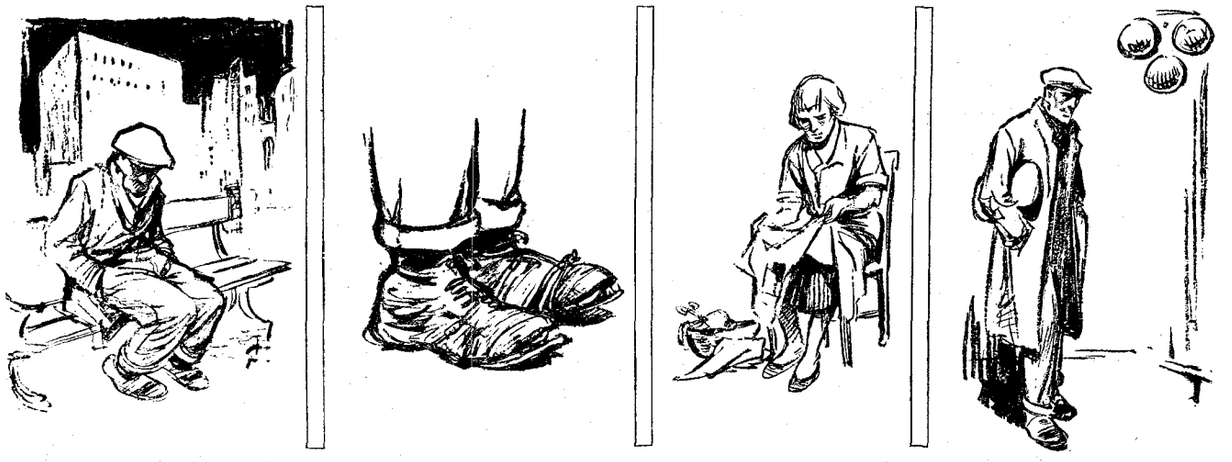
STATISTICS show that the average woman eats about the same amount as the average man. This just goes to show how figures can lie.—*Kay Features, Inc.*

THERE are 33,568 children in Cardiff who have not been taught the Welsh language. The idea, we fancy, is to let it come to them as a surprize later on.—*Punch.*

WE often think it would be better to let the question of bearing arms go and ask the applicants for naturalization if they have any conscientious objections to working.—*Ohio State Journal.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FOREIGN - COMMENT



The unemployed builder has no home.

The unemployed bootmaker needs new boots.

The unemployed textile worker needs new clothes.

The unemployed baker pawns his clothes for bread.

CAPITALISM'S GRIM JOKE IN ENGLAND

—*The New Leader* (Laborite: London).

ENGLAND'S COTTON STRIKE AFFECTING 1,500,000 PEOPLE

THE GREATEST INDUSTRIAL CRISIS since the General Strike is precipitated in England by the refusal of the workers in the entire Lancashire cotton industry to accept wage-reductions of 12½ per cent. In the midst of Britain's striving for a way out of the unemployment morass, we are reminded, 500,000 cotton workers in a score of mill towns quit work, leaving 90 per cent. of the mills in the district idle. London press dispatches also advise us that while technically the mills remain open to all who care to work at the reduced wages, in only one isolated instance have workers braved the orders of the unions and gone to work at the reduction. Nevertheless, it is also noted, a few of the 1,800 mills in the cotton district defied the instructions of the employers' association and continued work at the old-wage schedules. Besides the 1,500,000, men, women, and children directly affected, $5,000,000 is involved in the strike, and Manchester Associated Press dispatches relate further that:

"The stoppage, or lockout as it is termed by different observers, has aspects which differentiate it from usual labor disputes on such a large scale.

"In the first place, even in the cotton industry itself there is general opinion that the stoppage will not be of long duration. Another point is that greater sympathy is displayed in the British press for the workers than usually is the case in such upheavals, and there seems to be wide-spread opinion that the simple lowering of wages is not the proper or only remedy for the evils from which industrial Lancashire is suffering."

What the dispute means to the jobless 500,000, and, including dependents, what it means to more than 1,500,000 men, women, and children, cables John L. Balderston to the New York *World*, is indicated by the fact that the average weekly earnings of male spinners and weavers has been $11 a week. They were asked to take a cut averaging $1.50 a week. The average wage of the women workers has been $7.40, and they were informed that they must accept $.98 a week less. Altho wage rates are ostensibly the subject-matter of the dispute, in the view of the London *Times*—

"The real dispute, however, is over the reorganization of the industry and its adaptation to the needs of competition that is more intense and more skilfully directed than anything Lancashire has had to meet in former times. The trade-union leaders maintain that thorough reorganization, reaching through every branch of the industry, from the purchase of the raw material to the sale of the finished article, should precede a revision of wages. The answer of the employers is that the condition of the industry is too grave, and losses are too large and continuous, to permit of delay, and that wage adjustments can not await a reorganization that must necessarily require time for its inception and still more time for its benefits to accrue.

"The circumstances call for industrial statesmanship of a high order. Losses can not be piled up, as they are being piled up, without disaster. What is required the active and progressive minds in the industry have known and advocated for a long time. But there are many laggards who, not yet realizing the changed character of the competition that has to be met, are content with the methods that belong to what is, for the cotton industry, a bygone age. Small individualism has had its day. Even horizontal amalgamations are not enough. The new organization of the industry must extend vertically as well as horizontally."

The cotton dispute, declares the Belfast *Northern Whig*, is a sequel to the "imbecility and the megalomania," which in the boom period seized the cotton trade as it seized most others, and this daily continues:

"It meant reckless dealing, overcapitalization, and all that is understood by speculative finance à la Jimmy White and Whittaker Wright as contrasted with genuine production. If the disease was desperate the remedy has already been prescribed by the heads of the great banks and of constructive finance. It is such rationalization and amalgamation and such drastic cutting of capital that the wage reduction now demanded would in its effect be infinitesimal by comparison."

A famous English Tory organ, the London *Morning Post*, similarly ascribes the element of bitterness between employers and workers largely to the unfortunate post-war inflation, which had nothing to justify it, except temporary and artificial products due to abnormal conditions. We read then:

"The workmen, who themselves entered into that speculation, and lost thereby much of their hard-earned savings, angrily and

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

stubbornly demand capital reductions and reorganization of the industry before any interference with wages. The employers are well aware that no reconstruction, however drastic, can make the difference between profit and loss. As a matter of fact, a great process of reconstruction is at present proceeding, as, for example, the Lancashire Cotton Corporation, which has been formed, with the support of the banks, to take over mills on a drastic valuation.

"No less than eighty mills have been inspected, and offers made for 71 companies, comprising over ten million spindles and nearly six thousand looms. In some cases where the offer is refused a receiver is put in charge and the company threatened with liquidation, a procedure which suggests that on the side of capital the sacrifice is heavy. Other combinations are being formed on similar lines, so we may say that the cotton industry is being drastically written down—where writing down is necessary."

As for reorganization, it will take time, *The Morning Post* goes on to say, and in the meanwhile the directors are forced by the situation to attempt every possible economy. The case for a reduction of wages, this journal argues, is that the cost of living in England has fallen to the index figure of 60, whereas the wages of the operators remain at 95 per cent. above prewar level and—

"It is on these grounds that the heavy sacrifice of 12½ per cent. is proposed—heavy, especially, because the men have long been suffering the hardship of short time. How the dispute will end we do not venture to predict; but we may point out that there are other issues as important as the actual wages. The working conditions imposed by the unions would in themselves in some cases prevent competition with the progressive industries of other countries, since they apply to old machinery and obsolete conditions. Thus, for example, in this country the number of automatic looms to a weaver is restricted by trade-union policy to 20 or 24; in competing countries in Europe the weaver often minds from 32 to 40, and in the United States, where there are no such restrictions, one weaver frequently minds up to 72 looms. In these circumstances there is need for a more general revision than wages, and it would be a heavy misfortune if such a rearrangement were to come as the result of the struggle rather than, as it should, by friendly negotiation."

Speaking of the steady decline in England's cotton exports, the London *Daily Mail* calls attention to the fact that it has continued for many years and, this newspaper adds:

"The total of piece goods exported has fallen from 7,075 million yards before the war to 3,866 million yards last year. In Burnley a technical weekly has recently stated that 20,000 looms have gone out of action; in Blackburn 250,000 looms were idle last year.

"The shrinkage of the industry is thus on a very considerable scale; and is largely due, according to experts, to the fact that Lancashire can no longer produce as cheaply as certain of her competitors!

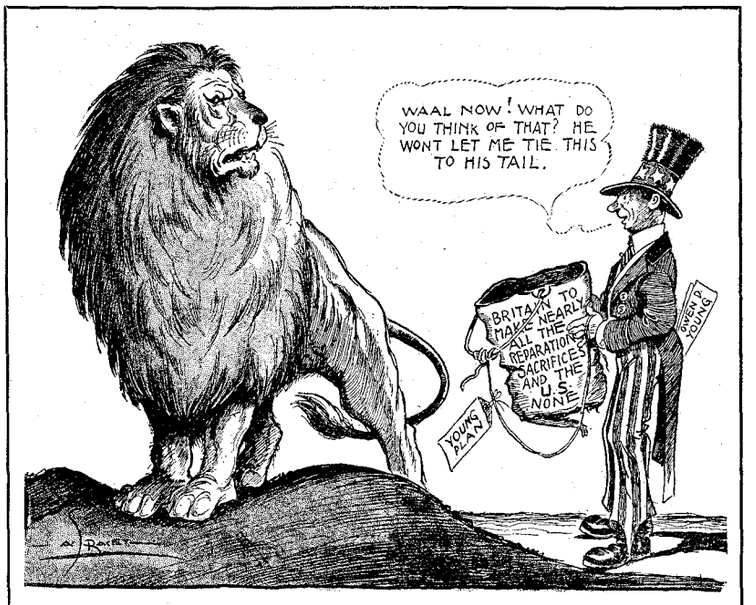
"While the output of Lancashire has fallen, the output of other countries has risen. There is even a suggestion that our British industry is in its present difficulties because it has not adapted its system of production to modern mechanical requirements. Lancashire built up its trade when it introduced the power loom, in place of the old hand loom, a century and a quarter ago. But now the cotton industry in other countries has taken a further step forward in the wide-spread introduction of the automatic loom for the power loom. Here Lancashire has not kept abreast of her competitors.

"Such are the main factors in the problem. If nothing is done, and if present conditions are allowed to persist, the cotton industry will continue to decay.

"Inaction means slow death. We do not for a moment believe that the alert and capable employers and operatives of Lancashire will be content with a policy which involves ultimate ruin, even tho that ruin be delayed."

THE GREAT POWWOW TO "END THE WAR" AGAIN

THE BIG CHIEFS OF EUROPE assemble once more to talk over the "final settlement" of the war, and some editors note with rather acrid humor that the Young plan, which so shortly ago was supposed to have ended the war actually, will probably suffer a lot of rough handling in the conflicting aims of the principal conferees at The Hague. A rather caustic French observer, *L'Action Française*, says that France accepts the Young plan, Germany resigns herself to it with reservations, America ignores it, and in England the Labor Cabinet, "less worried than its predecessor about financial pacification," declares through the mouth of Philip Snowden, Chancellor of the Exchequer, that the accord of the experts is not the last word, and that Britain's interests are not sufficiently considered in it. From the German point of view it appears in some newspapers that the conference will prove to be a test of strength between Britain and France, and the Hamburger *Fremdenblatt* speaks of this gathering of diplomats as "the most important Europe has seen since the congress that framed the Treaty of Versailles." It will indeed be "a battle of the great Powers," chimes in the *Hamburger Nachrichten*, and "no mere talk about the Young plan." This newspaper concedes that there may actually be a repudiation of the Young plan at the conference, but does not believe this to be the immediate prospect, and it proceeds:


WAAL NOW! WHAT DO YOU THINK OF THAT? HE WONT LET ME TIE THIS TO HIS TAIL.
BRITAIN TO MAKE NEARLY ALL THE REPARATION SACRIFICES AND THE U.S. NONE
YOUNG PLAN
UNCLE SAM

WANTED—SOME KNOWLEDGE OF NATURAL HISTORY

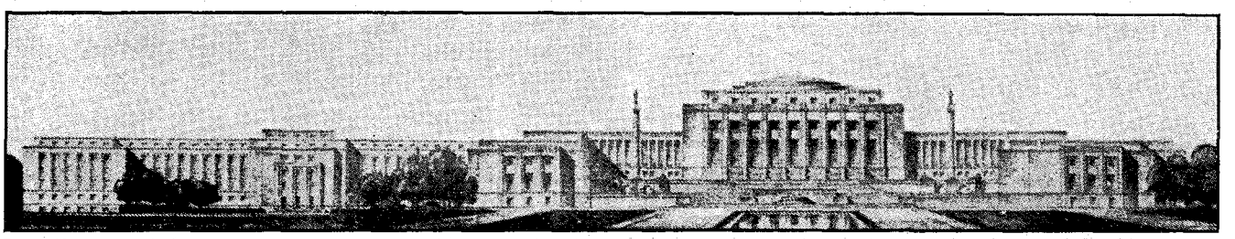
"The man who mistook the Old British Lion for a goat."

—A. G. Racey in *The Daily Star* (Montreal).

"A rejection of the Young plan after the conference would entail not only the fall of Stresemann but of the whole Cabinet at Berlin. A severe domestic crisis in Germany would be inevitable. No ruling party in Germany is in a condition to take the responsibility for such a step upon itself. The German Government has declared itself for the acceptance of the Young plan, and it may assume that the parties in the Reichstag will not leave it in the lurch. The Young plan as an object with which to negotiate was thus ruled out even before the conference got together."

A good specimen of German hot-weather talk is provided by the monarchical Berlin *Kreuz Zeitung*, which blames Germany's Foreign Minister Stresemann, because "Germany has gone diplomatically from bad to worse."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



From *L'Illustration* (Paris)

SECRETARIAT COUNCIL HALL ASSEMBLY HALL LIBRARY

FAÇADE OF THE FUTURE PALACE OF THE LEAGUE OF NATIONS

The varieties of national architectural taste represented may be judged from the list of the architects who planned the buildings: Messrs. Nénot (French), Flegenheimer (Swiss), Carlo Broggi (Italian), Camille Lefèvre (French), and J. Vago (Hungarian).

THE FUTURE HOME OF THE LEAGUE

SO PRECARIOUS SEEMED the existence of the League of Nations, when in November, 1920, the first sessions were held at Geneva, that no one thought of a particular League of Nations building, and one of the statesmen there assembled had as his slogan: "Don't expect too much of it! Just let it live, above all, let it live!" The League has lived, and despite difficulties that at times appeared insoluble, it has grown in strength and in wisdom, and now it is about to see its own particular home built for it. As long ago as 1926, writes Noelle Roger in the Paris *Illustration*, the League launched a competition among the architects of the whole world for a plan suitable to its needs. Already ground of the villa of Bartholoni, on the shore of the lake of Sécheron, had been bought for $500,000, and this informant continues:

"The negative result of the architectural competition will be remembered. Nine proposals received a prize of $2,400, but none of them could be agreed upon. In September, 1927, the League of Nations received from John D. Rockefeller $2,000,000 for the purpose of a library. The Assembly of 1927 voted an increase of its appropriation from $2,600,000 to $3,900,000, and it named a committee of five diplomats, representing countries not partaking in the competition, and these diplomats were entrusted with full authority concerning the plans."

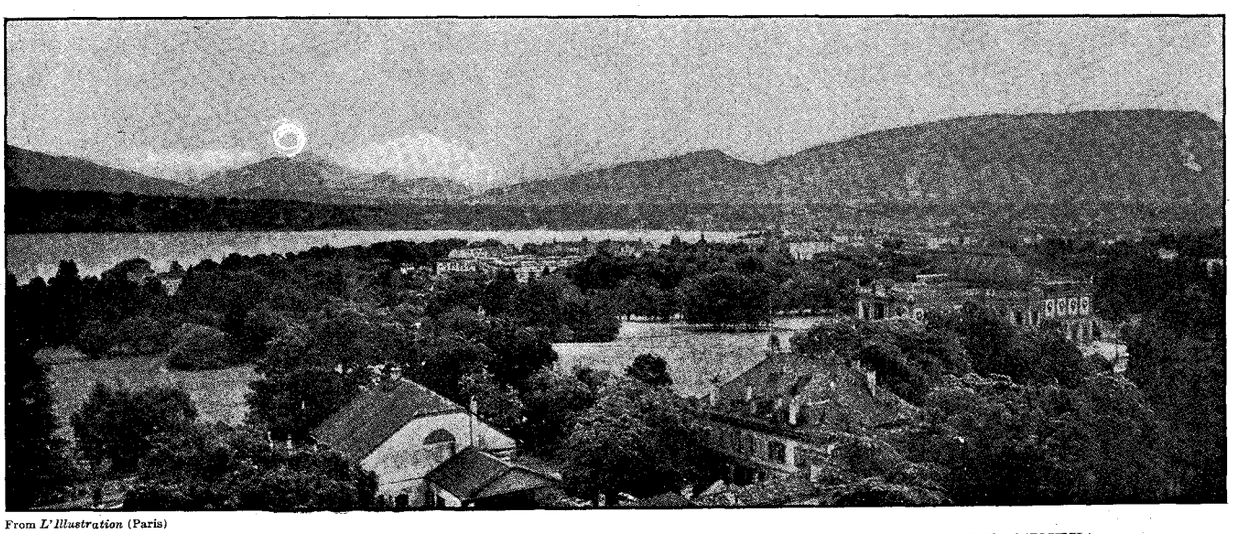
At Madrid, last June, the Council of the League approved the report of the Committee of Five, and this, it is pointed out, means that the plan of the future home of the League of Nations has been accepted in its general outline, altho it has been several times reshaped, according to this writer, who relates:

"The five architects engaged were of various culture and ideas, but they were urged to work together, and they finally came to an agreement. It was necessary not to exceed the fixt appropriation of about $4,700,000, of which $800,000 was taken from the Rockefeller Fund for the building of the library. It was imperative to foresee the continuous enlargement of the League of Nations. Above all, it was necessary to discover for these buildings, that will be as big as the château of Versailles, a style that responds both to the exigencies of a multifarious life and to our conception of beauty, in other words, an architecture of to-day which can face future centuries."

Note is made of the fact also that so great an extent of land as was necessary for the new home of the League is not easily obtained in Geneva, and we read:

"There were parks, of course, which are the pride of the Swiss republic, and were given by Genevans in testimony of their affection for their city. One of them, called the Ariana Park, is exceedingly large, and is laid out upon a hill overlooking the lake. It answered all the requirements of the League. In September last the Assembly exchanged its land at Sécheron for the Ariana Park, or rather for the 'surface rights,' that is, the right to build its palace on land that the city of Geneva can not sequestrate. As a matter of fact the park and the Ariana museum, with its collections of ceramics and pictures, and an endowment of $200,000 were bequeathed to Geneva by Gustave Revilliod de La Rive, on condition that the park should remain inalienable, and that no tree in it should be cut. When a tree dies, it is replaced by another tree of the same kind."

A feature of advantage about the situation of the new home of the League, it appears, is that the Ariana Park is just at the meeting point of the roads that link Geneva up with Europe, and the city is going to enlarge these roads. Moreover, we learn that a law has been passed by the Genevan Government which prohibits, for a period of two years, any other construction in the reserve zone about the park so that the Palace of the League may be built without any trespassing on its surroundings.



From *L'Illustration* (Paris)

SITE OF THE PROJECTED PALACE OF THE LEAGUE OF NATIONS IN ARIANA PARK, GENEVA

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WANTED IN FRANCE: AMERICAN MEDICAL STUDENTS

AMERICANS AND FRENCHMEN should become better acquainted. So thinks Albert Milhaud; and writing in *L'Ere Nouvelle* (Paris), he suggests that some of the American students now taking medical courses in other European capitals might be inveigled to Paris. To this end he commends the courses in the English language now being offered in some Paris medical schools. This gesture of amity, he believes, will be a step toward international understanding. Writes Mr. Milhaud:

"In the United States there are many English, and English is the official language; there are many Germans, and the German-Americans play an extremely important part. There are many Italians and Slavs. We find few Frenchmen. Historic memories are no defense. The picture of Lafayette in the House of Representatives recalls a glorious page of the War of Independence. But we are losing our time. 'Lafayette, I am here! Lafayette, you are there! Lafayette, we are all here!' The wheel turns. People are living in the present.

"France is once more running the risk of being eclipsed by the United States. We must have the courage to see things as they are. André Tardieu, who knows the great American republic well, has already warned us of this in a caustic tho salutary book, issued last year. He writes:

"'There is nothing more to be said of the mistakes made in what people call our "propaganda." But altho this kind of mistake may aggravate the situation, it has not created it. For the same reason we may neglect, in discussing it, the responsibility of foreign propagandas. The origin of our troubles goes much deeper. We are regarded as people who do not bring things to pass.'

"After this douche of cold water, he goes on:

"'With Americans, nothing is finished; everything is in course of achievement. This is a fact on which we may found our hopes.'

"We must then prepare for the future.

"The French do not know the Americans. The Americans do not know the French. Even when they live side by side, they do not know one another, they do not seek each other's society. Leaving out of account the tourists, who only pass through and see 'the places where there are no French,' 'even the American diplomats and correspondents who live in France are, with rare exceptions, strangers to our atmosphere. The importance of their own "colony" and the abundance of tourists keep them in a purely American environment. Of all the countries in the world, America, despite her cables and her special wires, is probably the least understood in France.'

"All the realists—and especially the realizers—who deplore this state of things are looking for remedies. We are not surprized that the medical fraternity has some to offer.

"For my part, I think that their first suggestion is good, tho doubtless insufficient.

"It is to invite and retain in contact with our medical profession in Paris American physicians who are now flocking in great numbers to complete their medical education in the capitals where preparations have been made to receive them—Berlin, Vienna, Rome, Prague, Budapest.

"Paris views all this not without emotion, and now just as the courses of higher education are being resumed, a piece of good news comes to us—eminent professors of the Faculty of Medicine are giving instruction in the English language, especially designed for students who speak that tongue. I congratulate those who are offering these courses."

Mr. Milhaud next refers to an article in a technical review, the *Journal d'Optique*, over the signature of Dr. Sabatier, devoted particularly to a course in ophthalmology, in English. The author of this "remarkable article," as he terms it, has thought well to quote the letter of a Canadian physician, Dr. J. E. Dubé, which Mr. Milhaud thinks that his readers also should see. It runs thus:

"'Paris must do as much as Vienna for English-speaking physicians if the French wish to extend to the United States the benefits of the science of Pasteur and his successors. I believe that a great hospital in Paris should be attended by English-speaking students, physicians or not, and that physicians, surgeons, specialists, laboratory workers, and all working scientists should talk English in order to facilitate the work of these foreign students. This is only what is done in Vienna. It is good politics, and I hope that the Paris Faculty of Medicine will adopt it, for thus, in one stroke, it will have found the means of reaching the brains of American physicians. Now the distance from the brain to the heart is easily spanned. If you could read the letters that I have received from American physicians, you would see how anxious they are to go to Paris for study, and you would understand that the language difficulty alone has hitherto prevented.'"

Mr. Milhaud comments:

"Unable to do things, do they say? Here, at least, is one thing for us to do.

"Is this the only thing? Certainly not; it is but the first step. Others will follow. These American professors who come to stay in Paris to take medical courses in English, and to work in our hospitals side by side with English-speaking teachers and students, will become the friends of teachers and fellow pupils. They will learn to know the French and France. And when they go home, they will describe to their fellow countrymen, not the Paris of the tourists and their rather singular explorations, but that of work-a-day France. What a wonderful battle our medical faculty is getting ready to fight! A fine weapon of national politics is ready for our hands."

ENOUGH FARMERS IN CANADA?

THE CRYING NEED OF CANADA was more population until recently, we are told, when the two specific kinds of immigrants desired were farmers and Britons of whatever occupation. As Great Britain had few agricultural workers to spare, there sprang up a crop of projects for converting townsmen into farmers, but, relates the Ottawa correspondent of the Manchester *Guardian*, the result so far has not been commensurate with the effort and the expense. Hence emerges a doubt as to the wisdom of expenditure on a large scale, and one of the doubters, it appears, is a leading member of the United Farmers of Alberta, Mr. Spencer, who is a member also of the Canadian Parliament. He was born in England, went to Canada in 1908, and engaged in farming successfully, altho it seems he had no previous experience. But, we are advised—

"He now protests against the amount of money spent on immigration, not particularly criticizing the Minister of the day, but finding fault with the whole system. He points out that $3,642,000 is being spent this year directly under the Department of Immigration, $1,400,000 under the Land Settlement Board, and $300,000 under the Department of Health, while the railway companies are spending approximately $1,500,000, a total of $6,842,000. At the same time population is not being rapidly increased. We do not need more people on the land, he says. What we should aim at is to improve the conditions of farming life.

"A large increase of the farming population would, of course, mean a large increase in the surplus of farm products. Mr. Speakman, M. P., another Alberta farmer, thinks that 'we are fairly close to the point of producing all that we can consume, without so congesting the market as to bring financial distress on all those engaged in the industry.' No doubt there is a large outside demand for Canadian wheat, but it is not unlimited, nor is Canada without rivals in British and foreign markets.

"Only in the very remote future could we expect a Canadian population large enough to consume even the present crop of wheat. In the United States, with 120,000,000 people, farmers are producing more food than they can sell. All this tends to lessen enthusiasm for mass immigration, even of those who would be willing to go on the land and remain there. Of course suitable immigrants are always welcome, but there is a disposition to consider quality rather than quantity, and this militates against large schemes of assistance."

Interesting information about Canada's present population is afforded in Ottawa Canadian Press dispatches, which inform us that according to an estimate of the Dominion Bureau of Statistics the total population stood at 9,796,000 as of June 1, 1929, and we read further:

"This is an increase of approximately 138,000 persons over the same date last year, when the estimated population was 9,658,000."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SCIENCE · AND · INVENTION

DR. BLAKESLEE

MISS SATINA

DR. RIDDLE

EXPLORERS TRYING TO GIVE THE HUMAN RACE SOME SAY IN THE PRODUCTION OF SONS AND DAUGHTERS

TRYING TO CONTROL SEX

THE PRODUCTION OF MALE OR FEMALE offspring at will is already possible in the case of certain species of plants and animals. That it may one day be extended to human beings is thought not impossible by research workers at the Carnegie Institute Station of Experimental Evolution at Cold Spring Harbor, Long Island. The fast multiplying generations of water-fleas, mice, pigeons, jimson-weeds, etc., nurtured there may point the way eventually to scientific formulæ for the perfection of man. Says Ruth Millard, writing on this subject in the New York *World:*

"Through the study of variations in environment, glands, and chromosomes, the microscopic, rodlike bodies that transmit hereditary factors, the institute's research staff have been able to control, in some instances, sex and other characteristics of organisms.

"If these discoveries can be carried further and applied to mammals, then the scientists admit it might be possible to correct man's deformities and deficiencies. Possibly parents could be assured of bringing sons or daughters into the world according to choice.

"'Plants and animals are the resultant of two major interacting factors—heredity and environment,' explained Dr. A. F. Blakeslee, assistant director, discussing the significance of the experiments at Cold Spring Harbor. 'Man, nature's most interesting animal, is poor material to unravel fundamental laws, because of the infrequency of his generations (about three to the century in contrast to twenty a year from the fruit-fly), the small number of offspring that can be made from a single mating and the limited use that can be made of man as an experimental animal. The fundamental laws of life processes, therefore, must be discovered, in the main, from plants and lower animals.'"

Whether an individual is to become a male or female is determined, under usual environmental conditions, by an internal mechanism controlled by hereditary factors. It has been found, however, Miss Millard tells us, that in two organisms, doves and water-fleas, sex can be controlled by changes in environment. She goes on:

"Dr. A. M. Banta, working with small water-fleas, which he grows in bottles, finds that he can increase the proportion of males which are born through changing environmental conditions—as by crowding the mothers together in bottles, by the use of various drugs and other stimuli. From these experiments, Dr. Banta thinks it possible that certain environmental conditions have a definite effect on the chromosome mechanism which determines sex.

"Dr. Oscar Riddle discovered that by overworking the reproductive activities of doves—that is by taking away the eggs as soon as laid and causing the birds to lay many more than the usual number—ultimately the reproduction of females only was brought about. By crossing distantly related species, as the ring-dove and the common pigeon, he obtained only females.

"'Let us consider not the present accomplishment but the future possibilities,' said Dr. Riddle. It is open to the experimentalist to kill or to inactivate one kind of sperm at will and thus to remove all chances of the appearance of individuals of one sex. The fact that no one has succeeded in doing this does not mean that it will not be accomplished later. Sex transformation or sex reversal has been accomplished with specially suitable material where treatment could be applied during the early stages of the animal's development. In the frog it has been found that eggs and embryos which would otherwise produce females can be made to develop into male tadpoles and frogs by exposing them to temperatures higher than normal during early development. The same end was accomplished by causing the frog eggs to become 'over-ripe' before allowing the sperms to unite with them.

"'All eggs obtained from cross-mating unlike species of pigeons produce males. This is not a very practical way of controlling sex in the human, since mates so dissimilar would have to be sought by humans among the gorillas and chimpanzees.

"'Some of us associate all of the changes which have been proved to accompany changes in a female-to-male direction with a speeding up of the oxidations in the developing embryo. Conversely, methods which change males into females seem associated with reductions in this speed of oxidation. If we artificially establish a type of metabolic rate, we can obtain the corresponding type of a sex.

"'The present methods used to control sex are largely or wholly inapplicable to the human and other mammals. But if the ultimate effect of these several methods is reducible to changes in the metabolic rate, we can hope later to employ in man new agencies which will act on the metabolic rate in the egg and embryo. The facts already gained will be of use in correcting sexual deformities and deficiencies in human beings. Only practical difficulties bar the way to control of sex in human beings. But since the difficulties are practical and not theoretical, it is within the province of science to overcome them in the future.'

"'Hereditary characteristics of the parents are not inherited en masse,' explained Dr. Blakeslee. 'They are transmitted by factors located in the chromosomes. These hereditary rods are present in the cells of an individual. Humans have twenty-four

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

pairs. Each parent contributes a single chromosome of each kind. It is through the shuffling of these hereditary rods that the characteristics of the grandparents are transmitted through the parents to the offspring.'"

Miss Satina's work is sketched in a *Science News Letter*, as follows:

"Miss Sophia Satina is the leading exponent on this continent of a method of studying the chemistry of sex first described by Manilov. In her hands the technique has been developed to a delicacy not rivaled even by the Russian scientist himself. By means of this test it is possible not only to obtain an indication of the sex of an animal or plant from an analysis of its blood or sap, but also the sex of those humble beings so far down on the evolutionary ladder that they do not betray their gender by either form or activity. It all ties up with the fact that masculine metabolism is more active than feminine, resulting in a more rapid formation of acid in the masculine body fluid. 'For the female of the species is sweeter than the male.' The technique by which this reaction is studied is somewhat complicated and of almost unbelievable delicacy, and it is to be hoped that Miss Satina, mistress of this craft, may be able to continue her researches for a long time to come.

"Sophia Satina was born in Russia, and received her scientific education in Moscow. She also taught in the university there for a number of years, ending her connection in 1921. Since 1923 she has been carrying on her work at the station for experimental evolution at Cold Spring Harbor."

SEASICKNESS

EVEN IN CASES THAT can not be cured, it may be alleviated, says Dr. E. Pozerski, of the Pasteur Institute, who writes on the subject in *Paris Sud et Centre Amerique* (Paris). Seasickness, says the doctor, is a terrible thing. It makes man lose his appetite and woman her coquetry. They both fall into a lamentable state, no longer reacting to any exterior stimulation. Sometimes it is but temporary; after several days on shipboard, physiological balance is regained and a healthy reaction occurs; the man makes up for lost time and acquires again that formidable appetite that one has only at sea. As for the woman, she recovers all her charm, to the greater pleasure of her traveling companions. He goes on:

"At other times, the trouble is more serious; it persists continuously. Every crossing then becomes a martyrdom for those who are so unfortunately afflicted. Still more, the malady has a mental side, and the mere fact of stepping on board a boat, even when it is still, provokes the symptoms of seasickness.

"No matter how far back we go in the history of the human race, we find seasickness and a curiosity to know its causes, with attempts, as numerous as they are futile, to combat it.

"In consulting at random the opinions of all observers, one is struck with the fact that a single circumstance may be interpreted quite differently by various human brains. One can but smile at the naïveté of the old conceptions, while realizing that three hundred years hence our own may perhaps cause our scientific descendants to laugh.

"As a practical conclusion, we may gather that the following things may reduce suffering to a minimum:

"1. Immobilize the stomach and intestines by wearing a rather tight bandage, which will prevent visceral movement.

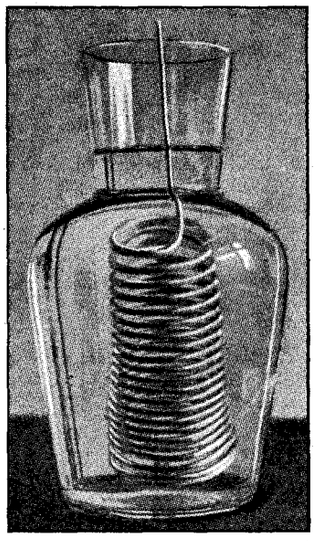
"2. Do not distend the stomach with large meals. It is better to eat lightly and often.

"3. Fight against any autosuggestion of seasickness. Occupy yourself; read, move about, live in agreeable company.

"4. If the sickness continues, place yourself in the conditions of stability most easily realizable. That is to say, recline on a steamer-chair placed almost horizontally in the axis of the boat, where rolling and pitching are least felt. Shut the eyes and think abstractly.

"5. The taking of not more than twenty drops of tincture of belladonna daily gives the best results. Very small doses of barbital have also been employed.

"If nothing does any good, and one does not become accustomed to the motion; if seasickness becomes an obsession, we must accept Rabelais's advice, which, reduced to modern terms, is—'Sell your yacht and buy a bicycle!'"



THE RADIO STERILIZER

Which slew a million germs.

A RADIO STERILIZER

AN APPARATUS FOR STERILIZING WATER, said to have been tested at the Pasteur Institute of Paris and suggested by theoretical considerations which in themselves seem somewhat doubtful, is thus described in *Je Sais Tout* (Paris), by a contributor signing himself Dr. P-L. R. We read in this magazine:

"Most living beings are capable of receiving electric waves. This is the fundamental principle on which rests the theory of a scientist, Mr. George Lakhowsky. In fact, the microscopic examination of an organic cell reveals the existence of small twisted filaments, veritable electric circuits, having all the qualities of an artificial oscillator, similar to those used by wireless stations.

"'Life,' writes Mr. Lakhowsky, 'is the result of a balance between the waves received and transmitted. Health is the maintenance of this balance; illness is the manifestation of a disharmony.' He thus explains the progress of a malady by the radiation of certain microbes that annuls that of the weakest cells.

"On the other hand, exterior influences are far from negligible, and Mr. Lakhowsky does not hesitate to affirm that regions where cancer is most prevalent are those where the subsoil, impermeable to the waves that fill the universe, modifies the surrounding electric state and alters the vibratory harmony of the cell.

"Starting from this principle, the investigator notes that certain metals have a notable bactericidal power, and he desired to test the agreement of this fact with his theory. In fact, it is known that the frequency of oscillation of an electrical circuit (the microbe is one) is modified by contact with a metallic mass.

"Rejecting the idea of chemical action and relying on his previous experiments, Mr. Lakhowsky offers the hypothesis that this bactericidal effect is purely physical and due to the alteration of the oscillation of the microbian nucleus by the proximity of the metal.

"The verification of this ingenious deduction has been made at the Pasteur Institute, beginning with silver, which is inoxidizable and inalterable at ordinary temperatures. An emulsion of colon bacilli was divided between two receptacles, one serving as a control. Into the other was introduced a spiral of silver wire.

"At the start it was estimated that the receptacles contained 1,126,000 bacilli to the cubic centimeter. At the end of twenty-four hours there were found in the control more than 43,000,000, to the same volume, while the vase containing the spiral had not a single one.

"The same results were obtained with the typhoid bacillus, except that the sterilization had to be continued longer.

"Other tests, which lack of space forbids us to describe here, proved that there was no chemical action of the metal in any case.

"Perhaps other explanations may be found for these remarkable facts, but the facts remain; and from the point of view of hygiene we can but congratulate ourselves on the appearance of a new method for sterilizing water, involving neither boiling (which makes the liquid indigestible and deprives it of certain mineral salts), nor the addition of chemicals (injuring its purity to some extent), nor the use of filters (which are not always effective).

"Except for very large-scale operations, this method, ideally simple, may render important service in the country in purifying the water of wells, rivers, and contaminated springs."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WHAT COCKTAILS DO

THAT IS, WHAT THEY DO in Britain; there are, perhaps, none in the United States now. Beverly Nichols, who makes, in the London *Daily Mail* (Continental edition), an attack on the cocktail, from which we quote the following excerpt, avers that he who will deny that the habit of drinking it affects character must be either a superman or a teetotaler; and he modestly disclaims both titles. He writes, in part, as follows:

"When one is twenty the physical processes of decay do not show themselves quickly. The only real manifestations are psychological. And this is how I would describe the psychology of the cocktail girl.

"She starts slightly below normal. By noon she feels fairly human—especially after a liberal application of vanishing cream. She goes to a luncheon party, and five minutes after she has had her cocktail she begins to wake up. The whole rhythm of life quickens, expands.

"That is why luncheon parties are becoming louder and louder. People who normally whisper begin to shout. People who are normally secretive reveal the most astonishing confidences.

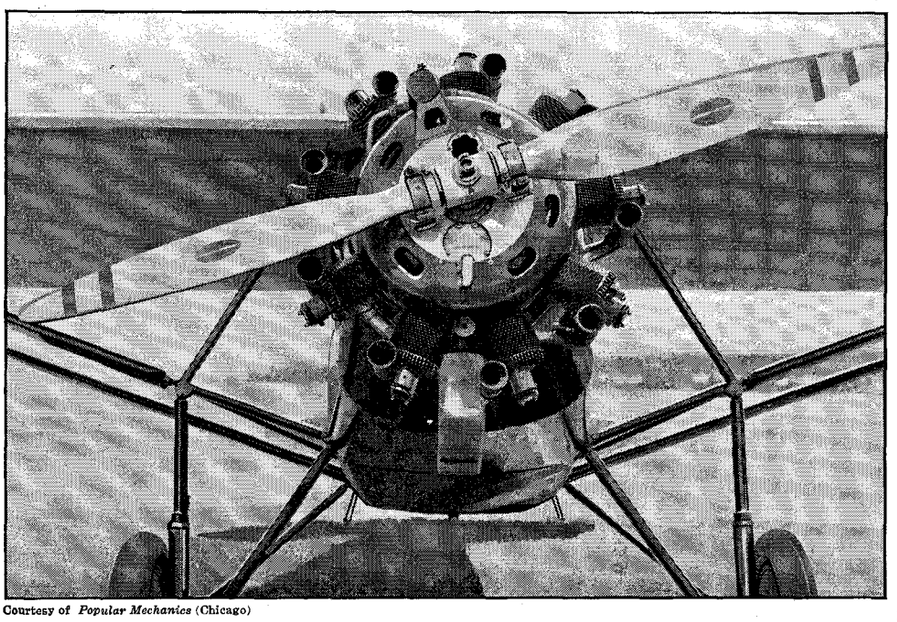
"Lunch is over. At three o'clock the reaction begins. We will assume that she has no work to do. She will be unfortunate if she has. For she has a slight headache. The sun seems too bright, the streets are a maddening kaleidoscope of confusion. Tea-time—but there is no such thing as tea-time. There are only the dull hours of four to six. And then it all begins again.

"A celebrated decadent, thirty years ago, described life as a '*mauvais quart d'heure* lit by exquisite moments.' When he wrote, men were still drinking sherry, and girls were not drinking at all. But it was a perfect description of the cocktail era. If you turn life into a sort of firework display, lit only by rocket-flares of artificially stimulated emotion, your normal existence will be, indeed, a *mauvais quart d'heure.*

"That is why there is so much brilliance to-day and so little merit. I know dozens of young men who might write a good play or a good novel. Their highest ambition is to write a revue. For a revue is to the theater what the cocktail is to wine. In a few hours one may write a tune or a lyric or a sketch—and then, quickly, the curtain comes down, and one wants to start something fresh.

"Every other young man at Oxford has vague ideas of writing a revue. After seeing 'This Year of Grace,' they think it is so easy. They are unaware that Noel Coward is a dramatist of the old school, a stupendous worker, and the most sparing cocktail-drinker in England.

"Well, personally, I prefer the old drama. I like, at however great an effort, to try to find some pattern in life. I hate to think of it as a drab patchwork, brightened by vivid splashes of chemical color."



Courtesy of *Popular Mechanics* (Chicago)

FRONT VIEW OF THE AIR-COOLED DIESEL-PRINCIPLE AIRPLANE MOTOR

That burns ordinary fuel oil instead of gasoline and requires no carbureter or spark plugs.

MOTOR FUELS FROM WASTE WOOD

WOOD WASTE PROVIDES A SOURCE of motor fuels under the direct control of man, according to a report to the American Chemical Society by Dr. Jacque C. Morrell and Dr. Gustav Egloff of Chicago. Data obtained by "cracking" three types of wood tar, the researchers say, show that Douglas fir tar produces a highly anti-knock motor fuel, that hardwood tar may be utilized for the manufacture of low-boiling tar acids and phenols, and that the products obtained from pine tar are most suitable for solvents and paint thinners. We read in a press bulletin issued by the society:

"One of the purposes of the present research is to point the way to the utilization of some of the tremendous quantity of material that is wasted by the lumber industry, in addition to a wider utilization of one of the present principal products of wood distillation, the tars.

"Conversion of this waste material into useful products is of great importance in the conservation of our national resources. The conversion of such waste-wood products through the medium of wood tars, into motor fuel, solvents, and turpentine-like material or flotation oils by the cracking process has been accomplished in the present work.

"The development of a practical and economic means of converting wood waste into motor fuels has a deeper significance than the immediately important factor of conservation—it provides a source of motor fuels for the future which is under the direct control of man.

"Our great storehouses of potential motor fuel from petroleum, coal, and oil shales are heritages from past ages, while wood tars and other vegetable oils are producible under controlled conditions.

"Approximately 24 per cent. of the standing tree—the total wood in the forest—is converted into useful products, while 76 per cent. is wasted. About 31 per cent. of the wood used for making lumber based on the log is available for carbonization for the production of charcoal, tar, and other products.

"The factory waste in working up the lumber represents another 20 per cent. based on the log, making a total of over 50 per cent., not including the bark, of total log available at the mill and factory.

"As an example of the possibilities of the utilization of this waste, from an average annual yield of 7.5 billion board feet of Douglas fir, the equivalent of 2.5 million cords, or 4.2 million tons, is available for destructive distillation, yielding the following products:

"Turpentine and light oils, 8,500,000 gallons; tar, 70,000,000 gallons; wood alcohol, 9,780,000 gallons; acetate of lime, 187,500,000 pounds; charcoal, 2,440,000,000 pounds.

"A large yield of gas for fuel is also obtained.

"The 70,000,000 gallons of tar will produce by cracking, according to present research, 23,300,000 gallons of motor fuel equal in anti-knock properties to benzine, in addition to approximately 6,000,000 gallons of low-boiling tar acids or phenols for antiseptic, disinfectant, and other uses. Further, approximately 125,000 tons of high-grade coke and 1,830,000 cubic feet of gas will be made in the cracking operation.

"The above is representative of only one kind of wood. For the other kinds the yields of other products may be similarly shown."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SLAVS AS THE FUTURE DOMINANT RACE

THE GREAT RACES are no longer reproducing themselves, with the exception of the Slavs, who are bound to move in ultimately and occupy the places left vacant in France, Germany, and other countries. They may become assimilated, or they may remain apart and finally rule the other races. This is the prediction of one of them, Dr. Robert R. Kuczynski, a distinguished European economist, whose volume, "The Balance of Births and Deaths," published last year, has attracted much attention. Our quotations below are an abstract of a lecture on this subject delivered by Dr. Kuczynski before the Harris Foundation Institute, Chicago:

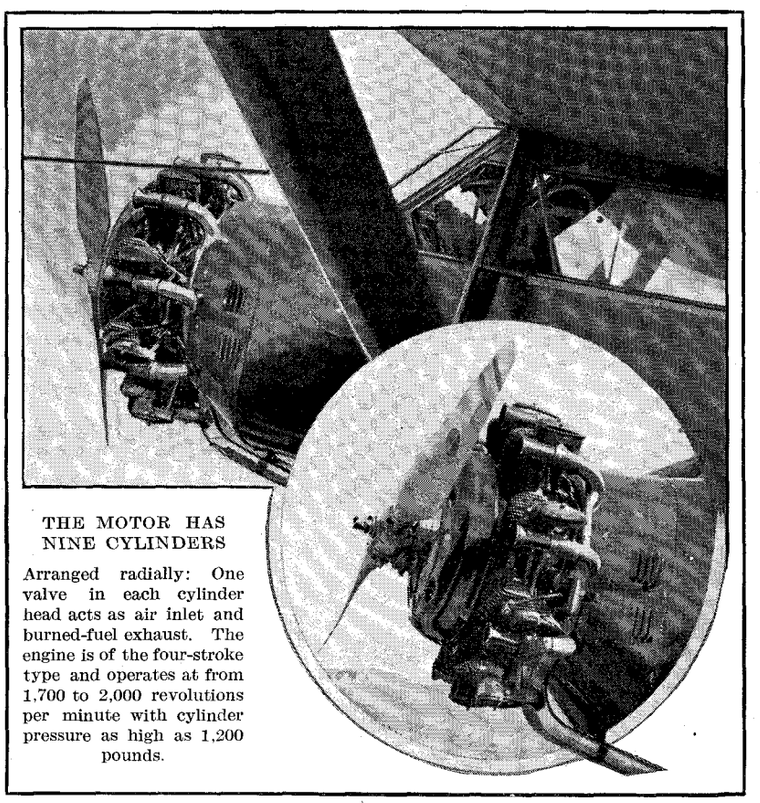
"The world's population increases at present each year at the rate of about ⅝ of 1 per cent. If this rate were to persist, the earth would soon become overpopulated. But the present rate of increase is largely due to an age composition which tends to swell the number of births and to lower the number of deaths. If fecundity and mortality remain what they are, the proportion of old people will increase; this means, the birth-rate will further decline and the death-rate will mount. There is, therefore, no immediate danger of a general overpopulation.

"According to an investigation carried on by the Brookings Institution in Washington, fecundity has already declined so much that the number of children in all the countries of Western and Northern Europe, North America, and Australia combined is no longer sufficient to replace the reproductive age groups. The race composition of the world, and especially of Europe, will, therefore, considerably change. Since the Anglo-Saxons, Germans, Scandinavians, and French no longer reproduce themselves, while the Slavs still have an enormous genuine growth, the proportion of Slavs will greatly increase. The countries inhabited by the Teutonic race will—just like France—become dependent on immigration in order to keep up population, and the Slavs will flock in.

"They will come because they will find opportunities to work at fair wages, and they will be welcome because no nation wants deserted farms, closed factories, vacant houses, less taxpayers. What will be the outcome of such mass immigration, whether and where the Slavs will be assimilated or, on the contrary, become the dominant race, is impossible to predict, just as it is impossible to predict whether the people who will occupy the vacant places in North America and Australia will be white or colored.

"It is not very likely that a change in fecundity or mortality among the Teutonic race will check this process. Mortality, it is true, may further decrease. But the future reduction of mortality in those ages which are the only decisive ones for reproduction, namely, the ages under fifty years, can not be very great after all that has already been accomplished. Fertility, on the other hand, might increase again, and there are people who predict that such an increase will occur with increasing prosperity.

"But an increase of prosperity so far, as a rule, has not resulted in an increase of fertility. The process, on the contrary, will be accelerated if the birth-restriction movement should continue to be most successful among those nations which no longer reproduce themselves."



THE MOTOR HAS NINE CYLINDERS

Arranged radially: One valve in each cylinder head acts as air inlet and burned-fuel exhaust. The engine is of the four-stroke type and operates at from 1,700 to 2,000 revolutions per minute with cylinder pressure as high as 1,200 pounds.

DIESEL ENGINE FOR AIRPLANES

THE PROBLEM OF ADAPTING the Diesel principle to airplane motors has at last been solved, we are told by Corley McDarment in *Popular Mechanics Magazine* (Chicago, August). Electric ignition and carburation, two chief causes of motor-failure, are absent in the Diesel. The difficulty with using this form of motor for aircraft has been to make it sufficiently light without danger of breakage. This, the writer asserts, has now been done, and oil is now available as fuel for the airplane with its advantages of safety and cheapness. We read:

"At last a new type of aircraft engine has appeared in the sky. It is an air-cooled radial motor operating on the Diesel principle. It has no ignition system and no carbureter, and it burns ordinary fuel oil. On its first 560-mile flight, the fuel cost was exactly $4.68! The motor uses about eight and one-half gallons of oil an hour.

"Nine cylinders compose the new engine. One valve in each cylinder head acts as air inlet and burned-fuel exhaust. The fuel, oil instead of gasoline, is sprayed into the cylinder instead of being mixed with air and vaporized in a carbureter. The heat of compression of the air in the contracting cylinder ignites the oil sprayed into it. Thus electrical ignition is dispensed with. The engine is of the four-stroke type and operates at from 1,700 to 2,000 revolutions per minute with cylinder pressures as high as 1,200 pounds.

"For a given mileage, the fuel cost is only about a sixth that of a gasoline engine. The present design weighs about three pounds per horse-power, a remarkable record despite the fact that the corresponding weight for standard gasoline airplane engines is less than two pounds. Engineers have estimated that, for long flights, the saving in fuel weight will make the Diesel engine more economical despite its heavier weight.

"Starting a Diesel engine presents more difficulties than for a gasoline engine. Since the firing of the fuel mixture in the cylinder is accomplished by the heat of compression of the air, a much swifer kick must be given in starting. While the exact method of starting the new engine is not yet revealed, those who saw the Langley Field demonstration are of the opinion that the necessary impulse is given by the firing of a powder cartridge. Once the engine is warmed by running, it can be stopt and started in the conventional manner.

"The new engine has been under development for many months in the laboratories of the Packard Motor Company. The designer is Capt. L. M. Woolson, who was in the Army air service during the World War. The great problem which has balked so many manufacturers and designers who would have brought out such a motor long before, was the extreme difficulty of getting all the Diesel principles squeezed into one chunk of iron, small enough and light enough to make an efficient aircraft engine.

"Whittling weight off motors is a dangerous thing, and more than one promising engine has been shaved a thousandth of an inch too close, causing breakage. One light and powerful aircraft engine was made once which literally shook itself to pieces in the air. The Diesel principle sounds simple: Just squirting a little oil into a cylinder, squeezing it until it flashes and throws the piston back—but try to do it."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

EPSTEIN HAS DONE IT AGAIN

"THE MAN IN THE STREET is a fool!" So the sculptor that stirs up London periodically is reported to have answered his latest critics. Mr. Epstein now stands judged by his second sculpture, unveiled on the façade of the St. James's station of the Underground Railway. It is called "Day," companion to the "Night," which we exhibited with vituperative British comments thereon in our July 6 issue. The London populace were violent enough then in their reprobation, but we must take it that they have exceeded that violence to have drawn Mr. Epstein's anger. Just to refresh our readers' minds about the first statue, we quote some explanatory paragraphs in a letter to the New York *Times:*

"The first statue to be unveiled — 'Night' — represents the figure of a seated woman, huge, somnolent, Oriental in apathetic resignation, holding across her knees the recumbent figure of a boy—'Day.' Her features are Mongolian, her hands appear abnormally large to the casual observer, her whole figure seems distorted —in fact, most observers have not yet discovered whether 'Night' is man, woman, or beast.

"The boy—non-committally described as a sexless 'figure'—forms an unbroken horizontal, contrasting sharply with the curve of the woman. This is sound construction, according to one critic, as 'Night' is symbolically represented by a curve and 'Day' by a straight line. Also woman is symbolically a curve and man a straight line, while the alleged distortions, the critic states, disappear when the group is considered as part of London's tallest 'sky-scraper'—towering twelve stories above the street.

"The other group—'Day'—carries forward the theme of 'Night' holding 'Day' to the ambition of the youth—standing up, straining forward, yet holding to the arms of 'Night,' who is regarding him with fond superiority. Here 'Night' appears to be as contemptuous as a prize cat of 'Day's' ambition. And, naturally, modern London resents it."

EPSTEIN SEES "DAY" THUS

The group is intended to be viewed from the street, which may account for seeming deformity.

Less sympathetic is an observer for the London *Daily News and Westminster Gazette* who sees the new figure as "a man of the Mongolian type—so favored by Epstein—in a sitting posture, with unnaturally large hands, and with arms and limbs that seem to unwind their length like a snake recovering from a winter's sleep. A boy is clinging to the man." Supplementing his own impression, the observer gave ear to the comments of the crowd:

"Several people were gazing upward when a *Daily News* reporter paid a visit of inspection to the station yesterday. 'Horrible,' 'Hideous,' 'Worse than ever,' they said, when they had tried to make it out. Nobody asked what it was supposed to be, taking it for granted that nobody else could possibly know. Groups came and went. People in motor-cars pulled up, all smiles, curious to see what they regarded as the latest joke in art. This is what some of them said:

"A Girl—'I saw a toad like that in my garden last night.'

"A Scotsman—'Jock, that's only his second-best face, surely.'

"A Policeman—'Met a battering ram, I suppose.'

"A Caretaker—'What a lovely boxer he'd make. No nose to hit.'

"But this was only one element in the throng of onlookers. There was another element, an impressively strong one, which was more judicial.

"Some said they could 'see something in it.' Others stood by silently, not understanding, but feeling it was wrong to jeer. They felt dimly they were on a threshold of a new world of beauty and power.

"'We shall all be swallowing this in thirty years' time,' said one man, and he added that he was going to the Tate Gallery to see some more Epstein work.

"I asked Mr. Epstein himself what he thought about his latest work. But he said it was not for him to recommend it. I asked him to explain 'Day.' Alas! he said, he had not ceased regretting that he had explained 'Night.'

"'There is the work,' he said, 'and you may judge it. I am not going to say anything about this one. That is my firm resolution, and by it I shall abide.'"

THE COVER— Mr. Ferris's series of historical pictures resumes its appearance this week with an imaginative study of the heroine of one of the most romantic stories in American life. Standing at evening among the stacks of reaped grain, she is all unconscious of the impending disaster that will make her life a long odyssey of sorrow. The scene, however, is Nova Scotia, and Longfellow's lines in "Evangeline" are of course the best description we could quote:

Somewhat apart from the village, and nearer the Basin of Mines
Benedict Bellefontaine, the wealthiest farmer of Grand-Pré,
Dwelt on his goodly acres; and with him directing his household,
Gentle Evangeline lived, his child and the pride of the village.
Fair was she to behold, that maiden of seventeen summers,
Black were her eyes as the berry that grows on the thorn by the wayside,
Sweet was her breath as the breath of the kine that feed in the meadows
When she had passed it seemed like the ceasing of exquisite music.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

LEWIS CARROLL REDIVIVUS

"WHEN *I* USE A WORD," said Humpty Dumpty in rather a scornful tone, "it means just what I choose it to mean—neither more nor less."

"The question is," said Alice, "whether you *can* make words mean so many different things."

"The question is," said Humpty Dumpty, "which is to be master—that is all."

This passage from "Alice in Wonderland" is brought in by a writer as a sage comment on the present-day effort to remake the English language. Foremost in leading the new crusade is the periodical called *transition* (Paris). Don't accuse us of a blunder; the lower case is elevated and capitals, as may be observed in much modern poetry, are left moldering in their cases. The "revolution in the word is no new thing," points out a writer in the New York *Sun*, and "to show proper respect for their predecessors, the rebels ought certainly to acknowledge their debt and establish *Humpty Dumpty* as their prophet."

Of course Gertrude Stein and James Joyce have been revolters for a longer or shorter time, but the magazine here commented on is out to turn us all into the rebel ranks. The *Sun* writer goes on:

"There can be no question about who is to be master, according to the manifesto that opens the spring-summer issue of *transition*, signed by a large roster of rebels, including Eugene Jolas, Elliot Paul, Hart Crane, Kay Boule, Stuart Gilbert, and others. There are twelve commandments of the new régime, boldly exprest. No. 6 reads: 'The literary creator has the right to disintegrate the primal matter of words imposed upon him by text-books and dictionaries.' No. 7 reads: 'He has the right to use words of his own fashioning and to disregard existing grammatical and syntactical laws.' And, naturally, No. 12 reads, 'The plain reader be damned.'

"With the reader thus disposed of, it remained only for these pioneers to begin their process of disintegrating the language, and a good deal of the resultant shambles may be read in the present *transition*. Joyce, in his 'Work in Progress,' has been consistently practising the disrupting and rebuilding of words, and Stuart Gilbert interprets a part of this for us in old-fashioned English. Thus, 'beausome' is translated as beauty plus bosom 'astench' as astern plus stench, 'somewhit' as a little less than somewhat, and so forth along these lines.

"But now, irresistibly, there comes to mind a couplet from Lewis Carroll's 'Jabberwocky':

> 'Twas brillig and the slithy toves
> Did gyre and gimble in the wabe.

"'Slithy,' we remember, means lithe and slimy, 'gyre' to go around like a gyroscope, 'gimble' to make holes like a gimlet. These were what Humpty Dumpty called 'portmanteau words,' and it is hardly frivolous to point out that this is precisely the result of that process suggested by Mr. Gilbert and the others of that gallant band.

"Would any one have been surprized, one wonders, to see the following included in 'Alice in Wonderland'? 'A flishflashfling hoohoos and haas. Long shill the mellohoolooloos. The rangomane clanks jungling flight. The elegant mickmecks and crools. A rabotick ringrangs the stam.' This is part of a contribution to *transition* by Theo Rutra, and as close a rival to 'Jabberwocky' as modern writing can produce. Carroll would have been proud of it."

With visions, perhaps, of the New York *Sun* appearing in this form of "portmanteau," the writer finds it "very difficult to comment upon this manifestation of literary anarchy seriously":

"If, as these writers believe, 'the writer expresses—he does not communicate,' why do they publish *transition*, since publication is a form of communication? And if *transition* is published for a select and perceptive audience, why do they find it necessary to translate Joyce, as does Mr. Gilbert, into that miserably simple English which can appeal only to the plain reader? Can it be that they do not definitely understand each other? One could bring into play the arguments that language is essentially a means of communication, that language is useless unless there is a general agreement upon the meaning of words, that words become mere empty noises aside from their meaning, and so forth. But these things are palpably just the precepts which spell anathema to the writers of *transition*—they are discounted in advance. One can only observe the phenomenon with that species of watchful curiosity which is usually accorded a biologic sport, trusting always in the reversion to natural laws.

"Not the entire issue of *transition* is given over to this new prose. Miss Gertrude Stein is represented with 'Libretto of an Opera,' a huge opus in three acts, in her usual style. Miss Stein has not yet found it necessary to desert the old words, since she can be as incommunicative in their use as can any exponent of portmanteau words. There are two stories of somber power by Hamilton Basso and Josephine Herbst, and a number of sketches varying from the interesting to the absurd by Herman Spector, Samuel Beckett, Jacques le Clercq. There are, finally, a set of photographs entitled 'Manhattan: 1929,' by Gretchen and Peter Powel, which are so significantly beautiful in line and concept as to furnish ample reward for any one who wades through the rest of the stuff to reach them."

YOUTH'S BAN ON SENTIMENTAL NOVELS

"NO SENTIMENTALITY" IS THE WATCHWORD of the younger generation in England, and authors are damned or accepted as they emerge from this touchstone. It will be news over here, perhaps, that Galsworthy is rejected on this count by certain circles over there, or Hugh Walpole who takes the pulse of London literary life for the New York *Herald Tribune Books* is at fault. "Galsworthy's present status in England," he writes, "is sure one of the oddest ever known to an honorable man of letters, for while he has a fame that is almost divine in Europe and America, he is completely and totally rejected by all the younger intelligentsia here in his own country." It makes no difference that the King recently conferred on him the Order of Merit. That, in fact, seems only to aggravate the opposition, and comments on this event are only of a piece with "the fierce and savage condemnation by all the critics of his new play, 'Exiled.'" We can, perhaps, imagine the once universally popular novelist bearing with equinimity this reversal when we read:

"Behind the intelligentsia and the critics, however, may be discovered the solid body of the men and women in the street, who are for him without a dissentient voice, for him as they are for no other English author alive to-day. In almost every villa in England 'The Forsyte Saga' may be seen. It is the one universally read novel, as no novel has been universally read since Stevenson. Its nearest rival is 'Mr. Polly'—and that is a very long way off. Let the young critics jeer as they please, that solid mass of public opinion is not affected.

"Now, why is Galsworthy detested (it is not too strong a word) by the younger English generation? It is because he is considered a sentimental writer, because he wears his heart on his sleeve, loves dogs and tramps and English lanes, young moons and disappointed lovers. He is charged with complete unreality.

"On the other hand, it is practically true to say that Galsworthy is adored by the main body of English people (who, by the way, pay not the slightest attention to the critics) exactly because he *is* sentimental. Not entirely, tho. Galsworthy was not universally popular until the publication of 'The Forsyte Saga' in one volume. People love a long book with a kind of godlike dispensation hanging over successive generations—but it is the sentiment that the English applaud, and it is exactly the absence of sentiment that holds them back from the works of Lawrence and Huxley and their younger brethren.

"It is especially the younger and more modern intellectual woman who abhors Galsworthy."

Women, reports Mr. Walpole, are dominant over men in London's literary life to-day. In his younger days, twenty years ago, "it was six of one and half a dozen of the other; now it is Arnold Bennett against the world." Going on:

"He is in fact the only male author of serious literary importance who lives habitually in London, and he sails from feast to feast, imperturbable, unterrified, interested and amused. For my part I feel abashed and unnerved, for I, like Galsworthy (this is a comparison of emotions, not of intellect), am a man of sentiment, and these ladies are, without a single exception (yes, Miss Clemence Dane is an exception), the foes and bitter

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

conquerors of sentiment. One of them only last week declared to me: 'Why, no one can possibly read Katherine Mansfield—she is so sentimental.' Some one else said that the portrait of *M. Charlus* in Proust's masterpiece was ruined by sentiment, and some one else declared that Aldous Huxley must look out—she could see signs of 'sentiment breaking in.'

"Indeed, the sentimental is just now among our leading lady novelists and poets what the mouse was to their Victorian ancestress. It can come creeping in anywhere and no kitchen table is high enough security from it.

"This is the reason why Galsworthy, Brett Young, Sheila Kaye-Smith and a number of other admirable writers are despised by the younger critics. It is the reason, too, why much of the best modern fiction and criticism is being just now written by women, and why, also, I believe these same excellent novels and books of criticism are forgotten so speedily. Take, for instance, that new novel by Miss Susan Ertz, 'The Galaxy,' to my way of thinking the cleverest novel produced in England so far this year, and the only one likely to approach in success the marvelous and prodigious sales of Remarque's 'All Quiet on the Western Front.'

"'The Galaxy' is not only the best novel that Miss Ertz has yet written; it is possibly the best novel that she will ever write, altho it will, I hope, have many grand successors. It is admirably arranged, amusing, moving, and a proper picture of the long period that it covers. I read it, I must confess, at a sitting. I was enthralled, completely held by it. Why was it, then, that twenty-four hours after finishing it I could not remember a single thing about it save that on the last page the heroine is killed while star-gazing?

"Undoubtedly partly my own crass stupidity, but also, I think, the solid resolve on the part of Miss Ertz never to be sentimental. She will achieve feeling and emotion, but never let herself go. Whatever happens, she is not going to make a fool of herself, as so many silly men (Galsworthy, for instance) are forever doing. Result, that I shall remember always that thoroughly sentimental and weak ending to 'The Forsyte Saga,' when Soames is hit on the head by one of his own pictures, but the sufferings of Miss Ertz's heroine—they are less actual to me than the period tables and chairs which she so cleverly sets about her pages."

Copyright by Moffett, Chicago

CONTROLS THE PRODUCERS

Will Hays is President of the Producers Association, which is not saying much in the present imbroglio of Equity actors and Talkies.

THE CENTURIES FIGHT FOR THEIR SECRETS—We have heard of the curse that hangs over the silence of Egyptian tombs and the seemingly vengeful disasters that overtake those who attempt to explore their secrets. Another such *contretemps* is revealed in the Norfolk *Virginian-Pilot:*

For centuries the historical profession has been baffled by the unknown writing of an almost unknown race. About the Etrurians, who dwelt in Italy before the Roman Empire was founded, and who seem to have had a stranger and more curious civilization than the Romans, we know next to nothing. But last April, when Prof. Alfred Trombetti announced from Italy that his long studies of Etrurian monuments had resulted in important findings which he intended to announce as soon as he had completed them, the scholarly world stood on its toes. At last there was to be revealed the key of a whole human culture; the whole lore of a civilization would become part of modern mankind's heritage. And then, a few days ago, the waters of the Adriatic, off Lido Beach, closed over the only man who seemed likely to reveal what had baffled mankind for centuries. The elderly Italian scholar, while in swimming, had died suddenly of heart failure, and the Mysterious Etrurians remain hidden still in their dark cypress groves, celebrating their uncomprehended religious ceremonies."

THE OTHER SIDE OF THE TALKING PICTURE "SHIELD"

THE PRODUCERS AREN'T SAYING MUCH. They have their backs up against the demands of the Actors' Equity for a closed shop, or rather an "Equity Shop," as that organization prefers to call it, but they aren't giving the public much information on their side. Last week we gave a version of the Equity claims, and to-day we quote from Campbell MacCulloch, who writes in *Hollywood* (Hollywood): "The actors believe they are right; that they have been exploited and treated unjustly. The producers insist that they are paying more money for less service than any other industry on earth, and that it is impossible to put the film business on a parity with the manufacture of shoes, cement, or plumbing supplies." By comparison with last week it will be seen that this is a milder statement of the relations existing between Labor and Equity. But Mr. MacCulloch pursues his diagnosis:

"The American Federation of Labor—with which the Actors' Equity Association is affiliated—intimates that the battle is a holy war against the iniquitous 'open shop,' and some of the industrial interests of Los Angeles froth at the mouth and shriek that the argument is merely a determined effort to unionize Southern California.

"Since the actors' organization precipitated the controversy, it is proper that their contention be given first. Briefly, it is that the player in pictures has always been given the worst of any arrangement with the studios; that for a daily wage any number of hours are regarded as proper; that where electricians, carpenters, painters, or property men have rights that are recognized, the actor has been assumed to have no rights that any one is bound to respect; that the actor is hired, held waiting around without pay, and dropt incontinently without notice.

"The producer contends that his is a business that by its very nature can not be operated along hard and fast industrial manufacturing lines. In his eyes the actor is moody, temperamental, intolerant, unseeing, stubborn, and unbusinesslike. He thinks that he pays the actor more proportionately to his effort than any class of labor on earth; that the actor's actual working hours are as a rule less than 60 per cent. of those he is paid for.

"The unionist insists that the actor needs force in his business to hold his rights; that large amounts of capital are force, and that the actor, having no large capital, must oppose it by group action to equalize it.

"And then there's the fourth side of the argumentative square—that of the actor, in some instances a member of Equity, who opposes any effort to interfere with the existing situation. He says most of the big injustices were cleared up two years ago when the Academy of Motion Picture Arts and Sciences worked out an adjustment of differences."

Screen players have never been organized as a group, because so many of them came to the studio without stage experience. The Talkies made a draft on experienced actors, and the fat was in the fire. Mr. MacCulloch states Equity's stand, and answers it, and we quote without prejudice:

"Some doubt exists in the minds of laymen as to what the Equity Association wants. Its demands are: A forty-eight-hour week. No players engaged who are not members of Equity. No voice substitutions unless the person substituted for consents. All player contracts to be of Equity standard form. Pay for all

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

rehearsals. Sunday work only when lawful, and minimum length of work one week.

"Some producers say that they can't make pictures under those conditions without enormously increased costs, which in turn must be passed along to the theater-goer. Thousands of actors are engaged known as 'bit' players—who are needed for but a few hours or a day at most. To pay them for a week is absurd.

"Equity says the fight will be to a finish. It will not—can not—yield its demands. The producers insist they will carry the fight to its conclusion. They will not—can not—yield to Equity demands. They will close down the studios indefinitely first. The Equity forces say this is sheer bluff, asserting that the producers are in the worst shape of their careers for a shutdown; that not only is their overhead studio charge greater than ever before, but that they have no productions 'on the shelf,' but are behind with their releases and can not afford to stop production."

The head of one of the great studios is quoted to this extent:

"Talk of an eight-hour day is silly. We can't put actors on at par with carpenters or electricians or other trades. Here's the situation: We start a picture, budgeted to cost $300,000. We get our cast together and begin. Our daily expense is about $7,000. If a painter or a property man, or even a camera man, or a director drops out we can go ahead, but if an actor drops after he has made a number of scenes, and we have to hire another in his place, all that has been done is lost. The talk of overwork is nonsense. Players under contract work only 60 per cent. of the time they're paid for. They loaf the rest."

A banker whose intimacy with the film industry is said to "entitle him to speak authoritatively," gives another slant:

"No one seems to see that the trouble is economic. There are twenty-five actors for every part. Probably a hundred and fifty big players make all the feature pictures in a year. Five or six thousand actors who have had screen credit are in Hollywood. The studios won't use five hundred a day. They can't. There are 13,000 extras listed, and work for 700. No argument was ever won by labor under those conditions, simply because loyalty won't stand up against starvation."

THE FIGHTING HEAD OF EQUITY

Frank Gillmore thinks in millions when bringing actors to court for defying the union.

HE MADE LIBRARIES USEFUL—That is the reason Newark liked to call John Cotton Dana, recently dead, its "first citizen." What the New York *World* says of him is this:

"For twenty-seven years the head of the Free Public Library of that city, Mr. Dana proved in his career and by his accomplished work that a great librarian can be the leading spirit in his community. Mr. Dana found the Newark Library about as other libraries were in that day. He established the City Museum. He labored with ingenuity to increase the usefulness of both institutions in the daily life of the city. He kept public interest alive in them; he saw no loss of dignity in advertising them in new ways so that they might better justify their cost. What was the use of spending public money for books that few people read or museum exhibits if no one saw them? To the end of keeping up interest in the museum he was constantly engaged in organizing special exhibitions—of Chinese art, of art in familiar objects, of plumbing. Before coming to Newark he had founded in Denver the first children's library in the country. He was to see that idea take root and grow prodigiously. To him a library was more than a mere storehouse for books. It was a facility to be used."

WHERE THE MEGAPHONES ARE SILENCED

THE TALKIES HAVE BANISHED the megaphone-man from the picture studio. No longer will one see this official working up an emotional climax in a harried star by shouting, "Now heave! heave!" The situation repeats the scene in "Trelawny of the Wells" where the bawling stage-director, using senseless oaths, is replaced by a mild-spoken, polite gentleman, who does not frighten his underlings out of their wits. "Holding the megaphone" was the expression for the motion-picture director who "wore puttees, riding breeche and trick open-front shirts." "Megaphones and directors were inseparable," says a writer in the New York *Evening Post*. "Most of the directors' orders were given through one of the big speaking-trumpets, and as likely as not his name was printed on it in large letters. It was his most conspicuous badge of office." But—

"No director 'holds a megaphone' nowadays. The talkies have changed all that, and a megaphone is just as useful to a director as a plug hat or a mandolin. For the talkies, paradoxically, have reduced the director to silence. With both camera and microphone at work, it is his object to be neither seen nor heard.

"These powerful and formerly very vocal gentlemen have, therefore, had to master a new technique, which has been quite as difficult for some of them as it has been for some stars of silent drama to learn to speak parts. Each of them has had to work out his own salvation.

"William A. Seiter has just finished directing Colleen Moore in the First National-Vitaphone picture, 'Smiling Irish Eyes,' which opened at the Central Theater. His method is to start a scene into action by snapping his fingers, and he has learned the deaf and dumb language so as to signal the players with both hands. They have had to learn it, too, in order to understand him.

"Frank Lloyd, who has been directing Jack Mulhall in 'Dark Streets,' uses a tin 'cricket' as a signal to 'shoot.' Then he sits in quiet repose until the scene is over, for better or worse. He is going to carry on this same system when he starts directing Richard Barthelmess in 'Young Nowheres.'

"An exception to the general rule is John Francis Dillon, who is one of the very few directors who never used a megaphone, even in making silent pictures. But he has always had a very effective scowl, which is just as valuable as ever. He recently completed 'Fast Life,' with Douglas Fairbanks, Jr., Loretta Young, and Chester Morris, and is now directing Marilyn Miller in 'Sally.'

"William Beaudine, in charge of 'The Girl from Woolworth's,' the Alice White picture which follows 'Broadway Babies,' wears headphones so that he can hear the dialog through the microphone as it is spoken. He doesn't need 'play-backs' to tell how the scene sounded.

"Alexander Korda, directing Billie Dove in 'Her Private Life,' controls the doings and sayings on the set with his very expressive Hungarian eyes, giving each cue with a separate glance.

"Directors, as is well known, are just as temperamental as stars; and Reginald Barker controlled the surgings of his emotional nature during the shooting of a scene for 'The Great Divide,' starring Dorothy Mackaill, by crushing a Panama hat in his nervous hands when things were not done to suit him.

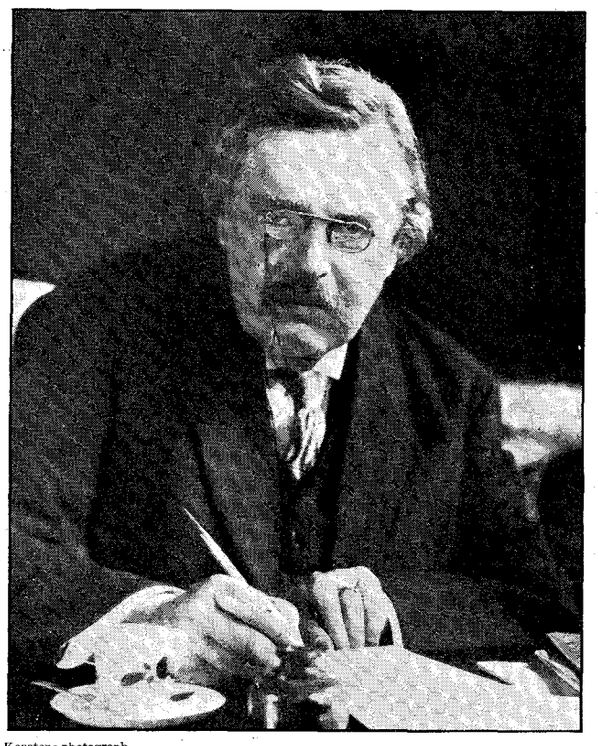
"But Mervyn LeRoy, director of 'Little Johnny Jones,' the George M. Cohan musical comedy, which will be Eddie Buzzell's first film vehicle, has the most individual method of all. He became so used to carrying his megaphone in the old days that he can't do without it. So he still carries it—in eloquent silence."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

RELIGION-AND-SOCIAL-SERVICE

SHIFTING SANDS OF SCIENCE NO BASIS FOR RELIGION

SCIENTIFIC THEORIES MAY COME AND GO, like the fashions in women's skirts, but they do not disturb the serenity of G. K. Chesterton, who is determined not to change his moral code with every change in scientific hypotheses. So long as morality hews to a straight path, it matters not to him that parallel lines converge somewhere in eternity, or that some scientists hold that man is descended from the lemur instead of the ape. With new theories in a continuous procession to the scrap-heap, he says that civilization can never be founded on science any more than a city can be founded on the sea. He declines, then, to scrap his morality for every shift of science. The reflections of this genial philosopher of the paradox, as he sets them down in an article on "The Frivolity of Science" in the New York *Herald Tribune Magazine*, are peculiarly interesting and significant to others who stand on the side-lines of the scientific parade, but, perhaps, are more disturbed by the pageant.



Keystone photograph

DECLINES "A NEW MORALITY EVERY 50 YEARS"

Gilbert K. Chesterton is willing to let the scientists chase their changing hypotheses, but refuses to fashion a new morality on a fugitive theory.

Quoting that ancient definition of metaphysics as "looking in a dark room for a black hat that isn't there," Mr. Chesterton confronts us with some of the theories that have gone the way to the scrap pile, and says that the physical scientist, however, "actually announces that he has found the hat, handled the hat, worn the hat, weighed and photographed the hat, all by way of leading up to the announcement that it isn't there." Touching, then, on the great argument over the theory of evolution, in which the moralists, too, have found themselves ranged on one side or the other, Mr. Chesterton says that "the evolutionist seems to know everything about the missing link except the fact that he is missing." Indeed:

"He has a sort of picture of him in his mind; and the picture is not merely the newest and sketchiest of his scientific diagrams; it is rather the oldest and most authoritative of his family portraits. He sees the monster as hairy as if the hairs of its head were all numbered, tho nobody has seen a hair of its head. He imagines it with wild and melancholy eyes; as if we could possibly know whether it would enjoy its existence; or rather, enjoy its non-existence. He imagines the exact angle and attitude at which it can stand on two legs; tho in logic it has not a leg to stand on. For to say that a missing link is sad and hairy and stands on its hind legs is, in logic, exactly like saying, 'I met a contradiction in terms in the street and it had horns and a broad grin, showing two rows of teeth,' or 'There is a distributed middle living in Surbuton, and it is a bright orange with green spots.'

"A missing link is simply a gap in an argument; and a gap has no hair. But I only mention the missing link here to illustrate the general attitude of the old popular science, in the nineteenth century, toward its creations. Many scientists seem now to suggest that man was not evolved from the anthropoid ape, thus familiar to our vision; but from some much smaller creature like a lemur. But the resurrected Victorian would feel a shade of disappointment in being offered a furry little thing looking like a squirrel in place of the old shaggy magnificent giant of the forest; the anthropoid ape becomes a little more anthropoid and a little less apish. To him the ape was not so much a long-lost brother as a long-lost father. Without his ape he feels like an orphan.

"However man was evolved, it is increasingly certain that he was not evolved by the exact formula of Darwin. That truth can be read between the lines of all the writings of Darwinians."

Christianity was not affected by Darwinism and is not affected by Mendelianism, the principle involving the inheritance of characteristics; but Darwinism is affected by Mendelianism, says Mr. Chesterton. And here Mr. Chesterton makes the point that on the plane of the purely scientific, these scientific hypotheses are perpetually chasing each other. As he sees it:

"The moral is not that there is no ethical or practical permanence and reliability in them; and that any ethical or practical support must be found elsewhere. It is the same, of course, with the new theories in astronomy, physics, and mathematics. So far as I am concerned, the disciple of Einstein is quite at liberty to prove that the world is limited; or to proceed on the same progressive path and prove that the world is flat. I do not object to space and all material being curved, so long as moral things remain straight. And tho the proposition that parallel straight lines always meet may be something of a strain upon reason, it has no particular effect on religion.

"There is only one contingency in which such new hypotheses need bring normal people into controversy. That is when science ceases to be science and becomes sociology. For sociology is not a science, bad or good; but it is a morality; and one that is mostly bad.

"If we are to rebuild our cities or reestablish our citizens according to the curves of relativity or the pedigrees of Mendelianism, then it does become relevant to remind the scientists of to-day that something totally different was taught by the scientists of fifty years ago, and something totally different will probably be taught by the scientists of fifty years hence.

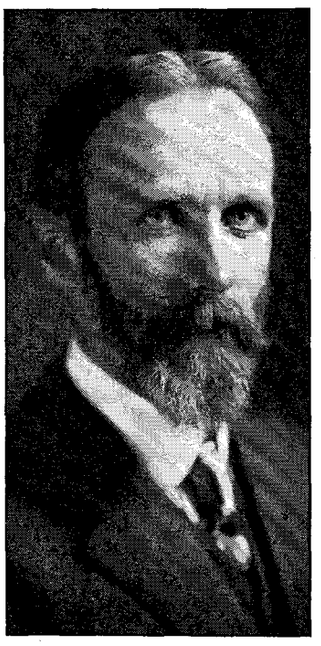
"Then, indeed, we have a right to explain to them that we decline to have a new morality every fifty years. It is obvious that we can not perpetually dig up the foundations of society to suit the fashions of science. And it is equally obvious that most of these hypotheses are as fugitive as the fashions in hats or whiskers; that the furry lemur may last no longer than a particular sort of furry muff; that the curve of space may vanish like the cut of a coat. . . .

"The conclusion of common sense is that whatever else it may be founded on, a civilization ought not to be founded on science."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

STARVING RELIGION

EXPERIENCE IS THE BEST TEACHER in religion, as in other things, asserts Dr. Henry Hallam Tweedy, of the Divinity School of Yale University, who believes also that the lack of real experience is responsible for the confusion prevalent in all circles of modern life concerning religion. Dr. Tweedy is the author of the prize-winning hymn printed on this page, and a visiting professor at the Columbia University Summer Session. "There is too much piety masquerading as genuine religion," he said in a recent sermon at James Memorial Chapel, Union Theological Seminary, quoted in the New York *Herald Tribune*. "Our beliefs," as he observes modern trends in religion, "are not a series of truths which we ourselves have experienced, but merely what other people have told us about their beliefs—some of which are real and others, I am inclined to believe, largely imaginary." And "until we have an indubitable experience in religion, the whole thing will seem vague and unreal—a sort of dream. Church services will leave us confused and perplexed; we will remain unconvinced and uncertain."



REAL RELIGION

Says Dr. Henry Hallam Tweedy, must be experienced, otherwise "the whole thing will seem vague and unreal—a sort of dream."

Many sincere and thoughtful persons are starving their religion because they have never had a vital religious experience, believes Dr. Tweedy. Eventually they give up religion entirely, he said, because it seems to them "a strange faculty like writing poetry or composing music," which they can not hope to achieve. Religion to them is a mild form of superstition, which they do very well without. Dr. Tweedy described the way one loses religion thus:

"There are three ways to lose a friend. You can stab him in the back; you can lose him by lying to him or stealing from him; or you can get rid of him by simply dropping him.

"Religion can be lost in the same way. Some have murdered it with outrageous immorality; some have destroyed it with insincerity and hypocrisy, and others starve it to death. Too many thoughtful persons are starving their religion.

"Another group who think they have lost their religion never had one. They had what was handed down to them—an heirloom—but it never really gript them or convinced them. They were fed with petty hypocrisies when they were young and the religion they were given crumpled when it was called upon to face a world of scientists and psychologists."

Many persons who assiduously keep up with modern scientific and philosophical thought, said Dr. Tweedy, make no effort to devote a proportionate amount of time to religion. Instead,

"They fling it all overboard and give everything up. They read no books, never discuss religion with authorities. They refuse to live the teachings of Jesus and learn for themselves what they mean.

"The reaction we want is not do-nothingism, not ritualism, not blind dogmatism, but what I call vitalism. You can not possibly prove to an African that water becomes solid at 32 degrees Fahrenheit and that you can put steel on your shoes and fly over a lake until you show him a frozen lake. You must try religion and see its power before you can hope to understand it."

ETERNAL GOD, WHOSE POWER UPHOLDS

By Dr. Henry Hallam Tweedy

ETERNAL God, Whose power upholds
Both flower and flaming star,
To Whom there is no here nor there,
No time, no near nor far,
No alien race, no foreign shore,
No child unsought, unknown,
O send us forth, Thy prophets true,
To make all lands Thine own!

O God of love, Whose spirit wakes
In every human breast,
Whom love, and love alone, can know,
In Whom all hearts find rest,
Help us to spread Thy gracious reign
Till greed and hate shall cease,
And kindness dwell in human hearts,
And all the earth find peace!

O God of truth, Whom science seeks
And reverent souls adore,
Who lightest every earnest mind
Of every clime and shore,
Dispel the gloom of error's night,
Of ignorance and fear,
Until true wisdom from above
Shall make life's pathway clear!

O God of beauty, oft revealed
In dreams of human art,
In speech that flows to melody,
In holiness of heart,
Teach us to ban all ugliness
That blinds our eyes to Thee,
Till all shall know the loveliness
Of lives made fair and free.

O God of righteousness and grace,
Seen in the Christ, Thy Son
Whose life and death reveal Thy face,
By Whom Thy will was done,
Inspire Thy heralds of good news
To live Thy life divine,
Till Christ be formed in all mankind
And every land is Thine!

Copyright, 1929, by The Hymn Society. International copyright secured.

This hymn was selected by a committee of members of the Hymn Society as the best missionary hymn written in the last year. Dr. Tweedy received a prize of $100. The committee consisted of Dr. Benjamin S. Winchester, president of the Hymn Society; Dr. Henry H. Meyer, dean of the School of Religious Education and Social Service at Boston University, and Dr. A. L. Warnshuis, secretary of the International Missionary Council.

MARSHAL FENG STILL A CHRISTIAN—Marshal Feng, the renowned Chinese general, is still a Christian, reports *The China Christian Advocate*, thus contradicting the many charges that he had deserted his adopted faith. At a recent feast with officials in Nanking, we read, he stood up and said: "It is the custom of us Christians to return thanks to God for our food." Then he called on a Chinese pastor to pray, and Marshal Feng and all his officers responded with a loud Amen. A Chinese friend is reported to have said that Marshal Feng was never as good as some people advertised him to be, and never as bad as these same

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

people now say he is. *The China Christian Advocate* informs us further:

"Gen. Wu Ching-biao, who is now a Methodist local preacher in Kiukiang, visited Marshal Feng for three days, not long ago, and he told us that Feng told him he was still a Christian, and asked him to preach twice to his soldiers while there, the best disciplined troops in all China, and thousands of them are Christians. He also says Marshal Feng wears the same cotton clothes these soldiers wear, and eats the same meager fare. He reproved the Chinese officials in Nanking for living in luxury while his soldiers had almost nothing to eat, and while people were starving, due to the war which put these officials in power.

"Marshal Feng has had two experiences with missionaries. One was when he saw a young lady joyfully die for Christ in 1900; this he never got away from. The other was when an American missionary doctor was killed by a madman's bullet intended for Feng. His widow refused to ask for compensation. When Feng offered her $7,000, she said she had enough, working for the mission. Then he sent it to her son, who was working his way through college, washing dishes, etc. He also refused it with thanks. Marshal Feng told Handel Lee, our Nanking district superintendent, that it was such people who kept him true to Christ during these trying days."

THE MOVIES AT THE CHURCH'S BAR

IF WORDS COULD BURN, CERTAIN EARS among the motion-picture interests might tingle at hearing the beautiful tribute paid to Charles A. Stevenson, a veteran actor, when they buried him not long ago from the Little Church Around the Corner in New York. "He exhaled purity, sweetness of life, and wholesomeness," said that other veteran of the stage, DeWolf Hopper. "We respected him as a representative of the theater; not the commercial theater, but the theater that will last for all time. The Church is the helper of mankind, and the theater which he represented, reaching with wholesome moral lessons many people who do not go to church, is its ally. His art admitted of his playing any part, but he shone best in those which permitted of the showing of the sweetness of character natural to him: his love, sincerity, fraternity, consideration." *The Churchman* (Episcopal) would bring these words to the attention of those "whose occupation it is to shield, for enormous salaries, the panderers who have made their millions selling vice, crime, and sexual suggestion to a public that is in the main composed of the immature." *The Churchman* then summons the motion-picture interests to the bar on this stirring testimony:

"The Rev. Clifford Gray Twombly, D.D., rector of St. James Church, Lancaster, Pennsylvania, who has almost single-handed been waging war upon the evil, estimates that of the twenty million people who daily look upon the films in this country, seventy-five per cent. are under twenty-four years of age, while 'more than thirty per cent. of the films, or about one in every three, are striking at the very basic corner-stone of American life, for they are tending to destroy the sanctity of marriage and of the family, and are making light of personal purity. They are subtly and insidiously and intentionally sensual.'

"Dr. Twombly estimates that ten million children of school age are in daily attendance at the screenhouses, to be regaled with this sort of stuff interlarded with other material less offensive, but thoroughly tainted by it. One needs to do no more than scan the billboards or read the movie-show-house announcements in the press, to be certain that the vile is emphasized and the suggestive played up, above all other forms of attraction. That the picture industry has become the fourth or fifth largest in the United States under these conditions would seem to justify the judgment of the producers in feeding out so great a proportion of filth. If this were done frankly, they could be left to the authorities, but it is all disguised under a hypocritical camouflage maintained by three men, who have chosen to sell their own good repute to the shameless and mercenary group who fatten off the souls of the innocent, and who pretend they are interested in art. This shallow pretense has now worn thin, and through the threadbare veil appears Greed in the full panoply of the richness it has grasped. The shares in the movie corporations are widely held, under the modern system of selling earning power while continuing control in the hands of insiders. This keeps the paws of the investor clean and permits the promoter to work his rascally will."

The motion-picture industry has taken sufficient notice of this kind of criticism to defend itself. In a paper read before the International Association of Policewomen at San Francisco recently, Col. Jason S. Joy, representative of Will H. Hays, pictured the industry as "one of the greatest deterrents of crime in the United States." As the Washington *Post* recalls it:

"He presented an array of facts to bolster up this statement. A study of 620 feature pictures produced in America during 1928, he said, shows that 33.7 per cent. contained no villain and no crime; in 17.5 per cent. the villain was killed; in 33.8 per cent. he was imprisoned; in 4.4 per cent. the villain was reformed, and in the remainder of the pictures he was punished by the hero. He points out also that in the thirty-eight underworld pictures produced last year the villain was killed in fourteen instances, arrested in nineteen cases, and reformed in five. 'Such is the iron-clad moral of the movies,' Colonel Joy said, 'that not once does the guilty escape punishment.'

"These figures call attention to the fact that justice in the movies is far ahead of justice in actual life. Colonel Joy made a point of the failure of the courts to convict with anything like the regularity implied on the screen. He quoted an estimate that a murderer in the United States has twelve chances to one of escaping conviction and 132 chances to one of escaping execution, while the movies give the impression that every crook 'gets what is coming to him.' According to this view the charge against the motion-picture industry would have to be reversed. Their only fault would be the dissemination of propaganda for law enforcement."

It is quite apparent, however, says *The Post*, that the mere fact that a villain is punished does not make certain that a movie will have a wholesome impression on those who see it.

"On the other hand, a plot which has no element of crime may be so false in its representation of conditions as to be considered, at least from the literary point of view, positively immoral. It is difficult to see what good purpose can be achieved by the wilful distortion of life either on the screen or in print. Suppose that the impressionable generation did take seriously all the situations presented on the modern screen. The logical conclusion would be that every crook met his just doom, or else was reformed. What would be the purpose, in such a civilization, of taking a single step toward improved conditions? Misrepresentation of the facts of life is not a sound basis for teaching observance of law. If the motion-picture industry wishes to convince the public that it has been purged of every suggestion of crime to young minds, it will have to do more than show that its villains are inevitably punished."

But the "movies" are not as bad as the public, believes Dr. John Falconer Fraser, pastor of the Central Baptist Church, New York, who thinks they are used as the stock excuse for youthful waywardness. As he is quoted in the New York *Herald Tribune*, he said in a recent sermon:

"It would be very difficult to trace with definite certainty a causal connection between moving-pictures and the present crime wave of which we hear so much. It is usually discovered by officers connected with juvenile courts when the picture show is mentioned as an explanation of wayward youth. This excuse is coming to be the proverbial alibi for the recreant home and prodigal parents.

"People are wondering where all the criminals come from. It is fashionable to say that they came here from foreign countries, but that is incorrect. We are making them in this country. How much blame may be attached to the 'movies' for the spread of crime is a mooted question. The time may soon come when the Government will take account and decide, once for all, whether the moving-picture enterprise is a menace or blessing to society and determine whether it is expedient to leave an industry so powerful in control of those whose products are determined by box-office ideals.

"It is a well-known fact that most moving-pictures are made to allure adults and are unfit for children. I venture to say that the producers would be glad to furnish films of consistent educational and cultural value if parents and the public in general would support them."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PACKARD

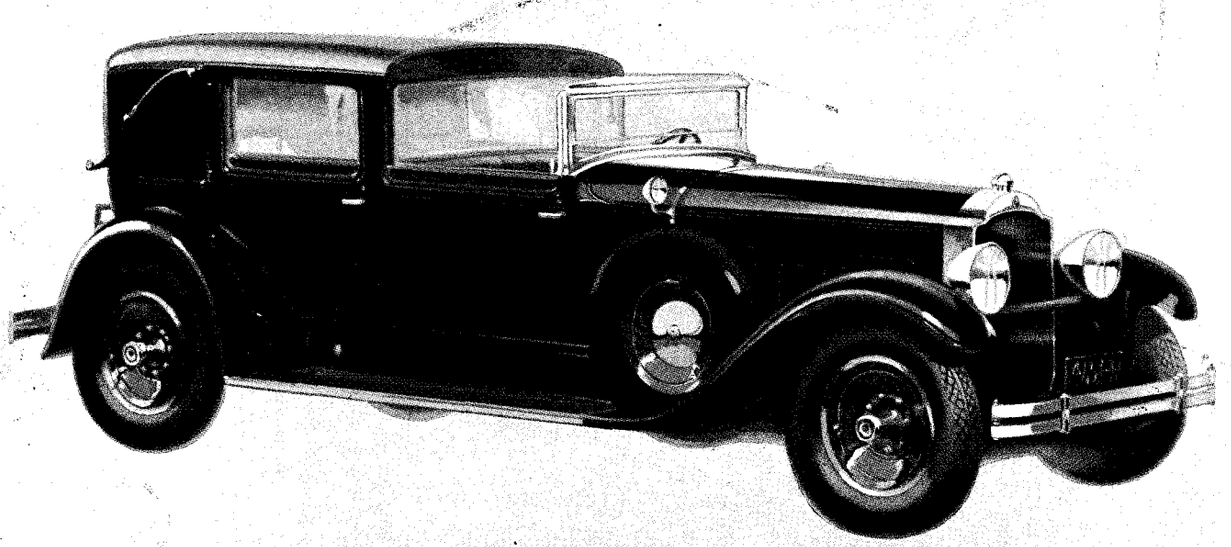
Only men of cultured background, sterling character and ripe experience merit ambassadorships from our nation to the world powers

Packard dealers are ambassadors of good will to the court of public opinion. They are chosen with utmost care by the Packard management. Character and courtesy, responsibility and integrity are among the first requirements.

And so Packard service—sales service to new customers and maintenance service to owners—is of high and dependable quality. Uniform, too, for Packard has developed a standardized practice for the guidance of dealers which insures a high character of service operations throughout the entire Union, and at fair and established rates.

Packard dealers subscribe wholeheartedly to the factory policy of "principle before profit." They interpret that policy in just and honorable dealings with their customers—in new car, in used car, and in service transactions *equally*. This Packard owners everywhere know and appreciate.

ASK THE MAN WHO OWNS ONE



PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Awake with *style*

GO into modern homes where *Sealex Linoleums* have supplanted the dull, colorless floors of yesterday . . . Instantly the impressions come: floors with the delicate veining of rare and costly marble . . . others of plain tiles in jewel tones . . still others with gay, geometric motifs. So pleasing! So perfectly in keeping with the modern trend! And such quiet comfort underfoot!

There's the triumph of *Sealex Linoleums!* And the reason why, in so many homes where up-to-dateness is the dominant note, these floorings complete the decorative ensemble of *every room!*

Think of the untold decorative possibilities offered by the many lovely patterns in *Sealex Linoleum.* There are designs to express every individual preference, in colors ranging from the softly restrained to the strikingly vivid. You'll find among them the very pattern each room requires—to make your home throughout an impressive expression of good taste.

The better-class stores sell Sealex Linoleums: beautifully designed Inlaids, Embossed, two-tone Jaspé, Plain and Battleship. There are types for every flooring requirement — whether home, office, shop, or public building.

"NIAGARA" . . . tiles in delightful tones of green—as cool and refreshing as a foam-flecked waterfall. Sealex Linoleum No. 3125.

"TAZA" . . . one of the lovely new Embossed designs—Sealex Linoleum No. 3511—set off by a marble-ized Sealex Linoleum Border Assembly.

SE

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"MEDITERRANEAN" . . . delicately veined tiles that bring visions of fleecy clouds in soft sunlit skies. Sealex Linoleum No. 3101.

XICANA" real marble it- has no lovelier ngs than are in this design. ex Linoleum 3112.

WHEREVER they go, these floorings introduce a new ideal of cleanness. With magic ease, dirt and spilled liquids are quickly wiped away. The wonderful *Sealex Process* has sealed every invisible dirt-catching pore. An occasional light waxing keeps *Sealex Linoleums* new-looking and lustrous.

Why not try *Sealex Linoleum* over one old, unsightly floor in your home? Why not hide that ugliness under smart, radiant beauty? Why not let this new-day flooring restyle the entire room? To install *Sealex Linoleum* takes but little time—often less than a single day. This is a logical way to prove to yourself the smartness and practical economy of these modern floorings.

When next out shopping have your dealer show you the charming variety of lovely patterns. Remember to ask for "Sealex."

CONGOLEUM-NAIRN INC. *General Office:* KEARNY, N. J. New York Philadelphia Chicago San Francisco Pittsburgh Boston Detroit Minneapolis Kansas City Dallas New Orleans Atlanta

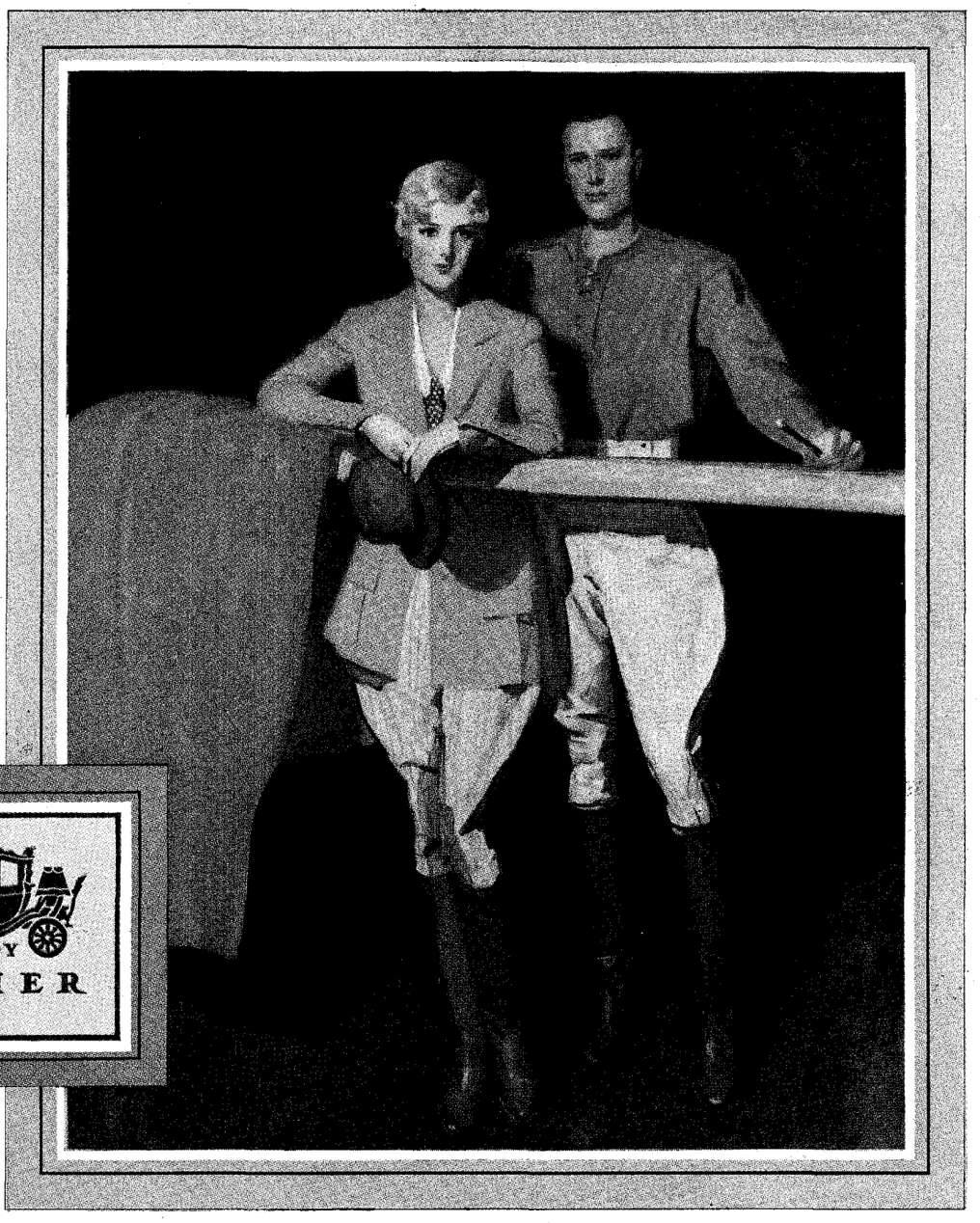
SEALEX LINOLEUM

ALL Sealex Linoleums can be readily identified by this shield which appears every few yards right on the face of the goods.

LEX *Stain-proof – Spot-proof – Easily cleaned* LINOLEUMS

© 1929, C N. Inc

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



BODY by FISHER

Even after years of use a Fisher Body is a source of pride . . .

The owner of a Fisher Body car is assured of his automobile looking fresh and new, long after the ordinary body would have become a source of impatient dissatisfaction. Common experience proves that Fisher Bodies actually outlast the chassis—which of course, means a period of many years. ¶ Never in its long history has Fisher been stopped by price. Refusing to be influenced by an incessant and insidious process of cheapening in body manufacturing generally, Fisher has been able to apply to bodies in the lowest price field, the same basic construction used in bodies for the most expensive cars. ¶ This greater value is evident at once. You can see it in the luster and smoothness of the exterior. You instantly recognize it in the finer upholstery, the genuine plate glass, the design and finish of the fittings, the careful tailoring and attention to detail. This superiority grows as you inspect the wood-and-steel framework—until at last you realize fully the wide chasm which separates Fisher Bodies, from ordinary bodies in construction and value. ¶ Fisher alone can give such body value because Fisher has the largest assured market and the greatest public acceptance in the world.

CADILLAC · LASALLE · BUICK · VIKING · OAKLAND · MARQUETTE
OLDSMOBILE · PONTIAC · CHEVROLET
GENERAL MOTORS

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned

KIPLING'S "wild white horses" of the sea find their allies in these white horses of the wind, which we discover in *The New Statesman* (London):

HORSES ON THE CAMARGUE

By Roy Campbell

In the grey wastes of dread,
The haunt of shattered gulls where nothing moves
But in a shroud of silence like the dead,
I heard a sudden harmony of hooves,
And, turning, saw afar
A hundred snowy horses unconfined,
The silver runaways of Neptune's car
Racing, spray-curled, like waves before the wind.
Sons of the Mistral, fleet
As him with whose strong gusts they love to flee,
Who shod the flying thunders on their feet
And plumed them with the snortings of the sea;
Theirs is no earthly breed
Who only haunt the verges of the earth
And only on the sea's salt herbage feed—
Surely the great white breakers gave them birth.
For when for years a slave,
A horse of the Camargue, in alien lands,
Should catch some far-off fragrance of the wave
Carried far inland from his native sands,
Many have told the tale
Of how in fury, foaming at the rein,
He hurls his rider; and with lifted tail,
With coal-red eyes and cataracting mane,
Heading his course for home,
Though sixty foreign leagues before him sweep,
Will never rest until he breathes the foam
And hears the native thunder of the deep.
But when the great gusts rise
And lash their anger on these arid coasts,
When the scared gulls career with mournful cries
And whirl across the waste like driven ghosts:
When hail and fire converge,
The only souls to which they strike no pain
Are the white-crested fillies of the surge
And the white horses of the windy plain.
Then in their strength and pride
The stallions of the wilderness rejoice;
They feel their Master's trident in their side,
And high and shrill they answer to his voice.
With white tails smoking free,
Long streaming manes and arching necks, they show
Their kinship to their sisters of the sea—
And forward hurl their thunderbolts of snow.
Still out of hardship bred,
Spirits of power and beauty and delight
Have ever on such frugal pastures fed
And loved to course with tempests through the night.

THIS little idyl in *The Century* shows how romance never dies out of the heart, tho we come to accept more prosaic things as better for our comfort:

CERELLE

By Margaret Belle Houston

There was a score of likely girls
Around the prairie side,
But I went down to Galveston
And brought me home a bride.

A score or more of handsome girls,
Of proper age and size,
But the pale girls of Galveston
Have sea-shine in their eyes.

As pale as any orange flower,
Cerelle. The gold-white sands
Were like her hair, and drifting shells,
White fairy shells, her hands.

I think she liked my silver spurs
A-clinking in the sun.
She'd never seen a cowboy till
I rode to Galveston.

She'd never known the chaparral,
Nor smell of saddle leather,
Nor seen a round-up or a ranch,
'Till we rode back—together.

Shall I forget my mother's eyes?
"Is this the wife you need?
Is this the way you bring me rest
From forty men to feed?"

Cerelle—I think she did her best
All year. She'd lots to learn.
Dishes would slip from out her hands
And break, the bread would burn,

And she would steal away at times
And wander off to me,
And when the wind was in the south
She'd say, "I smell the sea!"

She changed. The white and gold grew dull,
As when a soft flame dies,
And yet she kept until the last
The sea-shine in her eyes.

There are (I make a husband's boast)
No stronger arms than Ann's.
She has a quip for all the boys,
And sings among the pans.

At last my mother takes her rest,
And that's how things should be.
But when the wind is in the south
There is no rest for me.

UP to 1927 no women won the Newdigate Poetry Prize at Oxford; since then the three successive winners have been women. We give some lines from the poem of 1929, with comment quoted from the Manchester *Guardian:*

FROM "THE SANDS OF EGYPT"

By Phyllis Hartnoll (St. Hugh's College)

The poem describes the burial of a Pharaoh and the contents of an Egyptian royal tomb, and in its later stanzas turns to the men whose hands fashioned the marvels of the tomb:

They were but slaves, yet greater than their masters,
Greater than the power that oppressed them,
A temporal thing that has no resting-place
In hearts of men, but governs by fear alone.
These humble craftsmen, who worked not for praise,
Seeing no end to suffering but death,
Touch the strung chord of man's humanity.
All that is best and most divine in him.
Theirs the thought that conceived, the hand that fashioned.
Their eyes beheld the statue in the marble,
Waiting the chisel's stroke to give it life. . . .

At the end of the poem come some of its finest lines:

These men, unknown and nameless, are the voice
Of Egypt crying across the centuries
That beauty lives within the heart of man
And shall not die although his kingdom perish.
All men are slaves, stilling the restless craving
Of their tired hearts by forms of tireless beauty,
And these tombs hidden underneath the sand
Are storehouses of garnered loveliness,
Mute witnesses to man's creative force,
Waiting in darkness until eager hands
Should open wide the doors, that man might see
His glory manifest, and know himself
Released from bondage, immortal, a deathless spirit,
Speaking divinely with the voice of beauty.

NOT a bad answer to some of the epitaphists and their "epitaffy," furnished by the London *Observer:*

DE MORTUIS

By Arthur L. Salmon

Write not above his grave
Memorials of diffuse and flattering lies;
Say not that he was gracious, generous, brave,
If thou has known him in another wise
Nothing is asked from thee
But truth—or silence, which more kind may be.

He needs no gilded stone
Of fond imposture or discreet defense;
Though fault he had, let not his fault be shown,
But spare to prate of fabled excellence.
Let there be love and ruth—
But of the dead, as of the living, truth.

JUST a picture done with a few strokes but full of suggestiveness. From the London *Spectator:*

SEA BREEZE

By Frances R. Angus

Tall grasses quiver
On cliff's sheer edge
And pale blue water
Is brushed to red.

The white boat pitches
And sails strain white,
The tall wave catches
The sun's strong light.

Sandpeeps whirl by,
Looped cords of silver,
"Why pry, why pry?"
Their piping cry.

IN *The Golden Book Magazine* are lines to solace some who hear from the cruel and thoughtless lips of youth, "Better dead."

RECOMPENSE

By Anderson M. Scruggs

Surely the time will come when we shall know
The passing of the dream that men call youth,
When blooms we nurtured in the long ago
Shall yield at length the sombre fruits of truth.
When that day comes our hearts will leap no more
At the bright call of youth, as breakers run
To greet the challenge of the shining shore,—
Our days with light and laughter will be done.

But ours shall be the wisdom of old trees
Dreaming of countless summers come and gone,
Glory of westward ships on westward seas,
Beauty of shadow lace upon a lawn,
The sum of love beside a friendly fire,
And peace that is the end of all desire.

A GEM from the ages of gold, tho true in our time, is found in the August *Century:*

A LESSON IN LOVE

From the Greek Anthology

By Roselle Mercier Montgomery

Galatea flouted me,
Turned me from her door,
Flinging scornful words at me—
I departed, sore,
Vowing I would not return
For a year, or more.

Who says scorn will vanquish love?
Galatea's scorning
Drove me from her door last night—
I was back this morning!

DRURY COLLEGE LIBRARY
Springfield, Missouri

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PERSONAL · GLIMPSES

THE NEW PRINCE OF WALES AND HIS GOLF DIPLOMACY

A RAMBLE DOWN THE FAIRWAY, sociably walloping a couple of white pills, and perchance paying the orthodox honors to the nineteenth hole—such is the Prince of Wales's pet idea of a universal solvent for domestic jars in the family of nations. Instead of mutual distrust and niggling over naval strength, the future King would like to see all debatable international questions quietly thrashed out under a blue sky by responsible and well-disposed men in knickers, whose only martial interest would be a reluctant and somewhat incredulous respect for the achievements of the ubiquitous Colonel Bogey.

From *Cosmopolitan*. Reproduced by permission

"HE'S A BIG BOY NOW"

—By Charles Dana Gibson.

This conception of a new and healthier diplomacy seems to have occurred to His Royal Highness as a result of his golfing experience with noted Americans, especially our former Secretary of State, Mr. Frank B. Kellogg, of peace-pact fame. The Prince mentioned his golfing idea in the course of a neighborly conversation with Mr. Frazier Hunt, who has a ranch in Alberta adjoining his own. The conversation, however, did not take place in Alberta, but in St. James's Palace, London. Mr. Hunt tells us about it in the August *Cosmopolitan*, which duly "plays up" the rarity of an interview with the Prince of Wales, and accompanies the copyrighted article with a cartoon by Mr. Charles Dana Gibson, which we present on this page. It will be seen that Mr. Gibson's cartoon gives imaginative expression to the sentiment with which Mr. Hunt opens his article, thus:

He is a New Prince—a Prince reborn that day in the back country of East Africa when the word came that the King was sick unto death. From that moment when he started his dramatic six-thousand-mile race with possible death, duty became the god of his waking hours.

The same old quick smile and good humor are still there, but suddenly he has grown up to the full measure of his responsibilities and his future. To-day he is serious, hard-working and efficient—and the last thing in the world he is thinking about is abdication.

"Busy. I've never been so busy in my life," he said, flashing his friendly smile. "Why, I don't even have time to ride any more. You know I've sold all my horses except one or two old pensioners. It costs a lot to keep horses when you're not using them."

He lowered his eyes a little when he said that. I imagine he knew he wasn't fooling me so very much. And it touched me to hear him dragging in a lame little excuse of economy when it was his own new sense of duty that had made him voluntarily decide to give up this desperate, neck-breaking point-to-point riding.

It was the wistful Prince of old who went on now: "I miss riding more than I can say. It's the one thrilling exercise that I have ever found. I wouldn't give a bob to get on an old crock and jog around a park. That isn't riding. And indoor squash and gymnasium exercise are no good for me. Hard riding is the real thing."

"Even the kind we do in the Northwest is something," I ventured.

His face lighted up. "It's fine," he pronounced. "To go galloping over those rolling hills, that's real riding, too. . . ."

Then quite naturally, here in his great study in historic old St. James's Palace, in London, we fell to talking about western Alberta, six thousand miles away. It was almost two years since I had seen him on his ranch, and now he seemed even harder and fitter—and I might almost say calmer—than he had been then.

The Prince's private living apartments are on the second floor of one of the wings of the sprawling old landmark. I had passed by red-coated Guard sentinels, a bobby or two, and then into the inner court. I was admitted to the royal suite by a footman in a scarlet dress coat.

For a few minutes I chatted with old friends of his staff with whom I had ridden and fished, and then I was shown up to the great study. On the stairs I passed an Indian maharaja in gorgeous native dress, who had come to pay his respects to the future King.

The Prince met me at the door and, with a cheery friendly greeting, led me to a chair by his flat-topped working desk. I recall as I write that he wore a double-breasted dark blue suit, a striped blue shirt with collar to match, a black knitted tie, low black shoes, and gay black and white-checked socks.

"There isn't a chance of my getting out to Canada for a year or two at the best," he said with a sigh. "I envy you being out there in another month. My brother, Henry, will be there soon. I told him to stay at the ranch as long as he wanted to. He's got some splendid fellows with him, and Carlyle will show them a good time. It will do him a lot of good. He'll see some beautiful country—won't he?"

He looked across the long room, and his gray, wistful eyes were seeing again the rolling foothills of Alberta. We reminisced about the cattle country of the north Rockies, and about old Gopher, his favorite cow pony, now grown stiff with rheumatism, of Will Somers, the stallion his father lent him to improve the running stock of the Northwest, of a score of other things that had to do with his own E. P. ranch.

"We've oil in our valleys now, haven't we?" he asked.

"Yes, I'm rather sorry to say," I answered.

"Why sorry?" he demanded.

"Well, sir, in the first place, oil does something to a community. Its flowing black gold gives people false standards. It's too

(*Continued on page 38*)

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Snubbed *into* solitaire

Here is a man of charm and distinction who loves bridge and plays it like a master. Yet were you to follow him to Palm Beach in the winter or to Newport in the summer, you would usually find him playing solitaire—certainly not from choice—but actually snubbed into it by those of his own set. He is the fourth nobody wants. And he doesn't know why.

If you have ever met a person with a real case of halitosis (bad breath) you can readily understand what a barrier to social or business success it would be. Imagine yourself in such a predicament.

As a matter of fact, the probabilities are that you *do* have halitosis *frequently*. Few escape it for the reason that every day, in normal mouths, odor-producing conditions (many of germ origin) develop. So, thousands have halitosis and are unable to detect it.

Since the risk is great and detection difficult, the wise thing to do is to definitely put your breath beyond suspicion by the daily use of full strength Listerine as a mouth wash and gargle. It both prevents halitosis and ends it, should it get the upper hand.

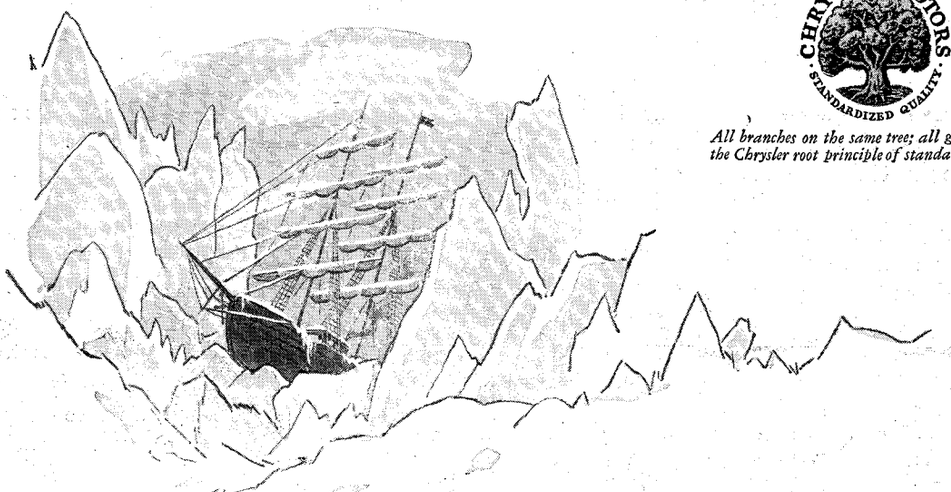
While safe and pleasant in action, full strength Listerine is a powerful germicide which kills even the stubborn Staphylococcus Aureus (pus) germ in 15 seconds. Naturally, it destroys lesser germs in the mouth. Furthermore, it's an active deodorant which overcomes odors of all kinds.

No fastidious person will omit the use of Listerine daily. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.

LISTERINE

THE SAFE ANTISEPTIC

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



CHRYSLER MOTORS
STANDARDIZED QUALITY

All branches on the same tree; all growing out of the Chrysler root principle of standardized quality

A Roomful of North-Pole Weather for Testing Motor Cars

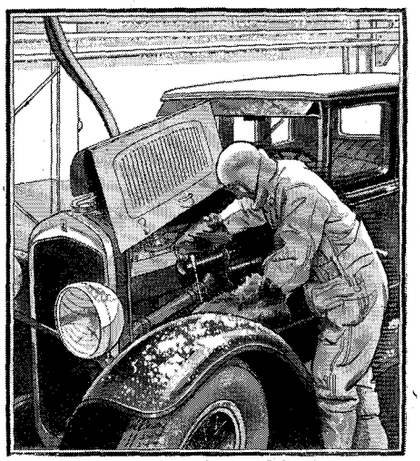
IT is called the Cold Room, and it *is* cold—often as much as sixty degrees below zero. It is a large, heavy-walled room in the great Chrysler Motors engineering laboratories, and the men who carry on tests in this room are clad like Arctic explorers.

In this Cold Room, day after day, the operation of the various cars built by Chrysler Motors is studied and checked under various degrees of extreme frigidity.

Raging blizzards are produced in the Cold Room by introducing moist air and switching on large "wind fans." The moist air is crystallized into snow and whirled about the room with the force of a stinging gale.

Or, by turning the "wind fans" directly on the car, the engineers duplicate actual wind-conditions that a car would encounter travelling at high speeds in sub-zero weather.

Under these tempestuous, bitter-cold conditions, engine behavior, fuel economy, lubrication viscosity, carburetor action, brake efficiency and the reactions of batteries, generators and starting and lighting systems are scientifically analyzed.



Testing an engine in the Cold Room of the Chrysler Motors Engineering Laboratory. A temperature of 60 degrees below zero can be produced, and the engine must function perfectly at all speeds under this severe condition.

The Cold Room is but one of many severe tests which Chrysler Motors products must undergo.

It is true that a motor car seldom would be operated in the face of such hardships, but it is reassuring for owners to know that this and other rigorous tests prove the ability of all Chrysler-built cars to withstand extreme conditions.

The lengths to which Chrysler Motors goes, not only in new car experimentation but in testing current models selected at random as they come off the production lines, is but another evidence of the good faith and constructive intelligence back of the Chrysler Motors policy to render *better public service.*

CHRYSLER MOTORS

CHRYSLER IMPERIAL

CHRYSLER "77" · CHRYSLER "70" · CHRYSLER "66"

DODGE BROTHERS SENIOR · DODGE BROTHERS SIX

DE SOTO SIX · PLYMOUTH

DODGE BROTHERS TRUCKS, BUSES *and* MOTOR COACHES

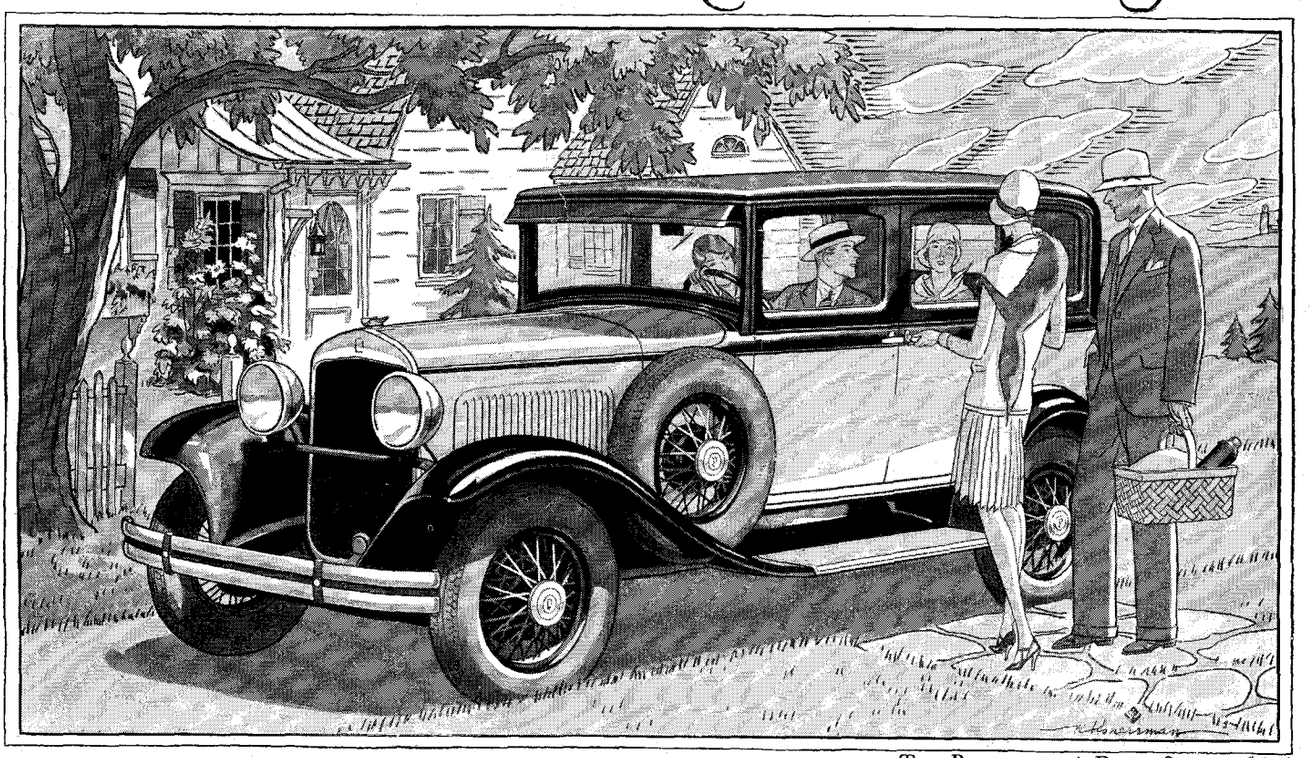
FARGO TRUCKS *and* COMMERCIAL CARS

CHRYSLER MARINE ENGINES

All Products of Chrysler Motors

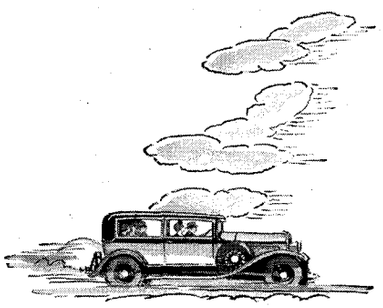
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CHRYSLER MOTORS PRODUCT



THE PLYMOUTH 4-DOOR SEDAN, $695
Special Equipment Extra

· · FIVE passengers are *not a crowd*



THE *full-size* Plymouth is a welcome answer to the great need for a low-priced car amply roomy enough to seat five full-grown passengers in uncrowded comfort.

There was a day when tradition held that a low-priced car had to be a miniature. By overthrowing that tradition — and at the same time scoring a distinct triumph in style, and in swift, quiet, flexible performance—the improved Plymouth established a new enjoyable standard of low-cost motoring.

For touring, for picnic parties, for all occasions when a car's roominess is most appreciated, Plymouth is the ideal automobile.

In addition to being the *only full-size* motor car anywhere near so low a price, Plymouth is the *only* low-priced car with the smartness eloquent of Chrysler designing — with the spirited action inherent in Chrysler engineering — and the safety assurance of Chrysler weatherproof internal-expanding 4-wheel hydraulic brakes, never noisy, always equalized.

There is no mystery about the reason for Plymouth's amazing success. It supplies high quality transportation with an economy that higher-priced cars cannot offer. Put Plymouth to the severest tests and see for yourself how it excels all price rivals.

FULL SIZE
$655
and upwards f. o. b. factory

Coupe, $655; Roadster (with rumble seat), $675; 2-Door Sedan, $675; Touring, $695; De Luxe Coupe (with rumble seat), $695; 4-Door Sedan, $695. All prices f. o. b. factory. Plymouth dealers extend the convenience of time payments.

PLYMOUTH

AMERICA'S LOWEST-PRICED FULL-SIZE CAR

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

(*Continued from page 34*)

easy. It's money you don't really work for. And, besides, we who actually own the land don't get anything out of it."

"Do you mean to say that if they find oil on your ranch or mine we don't get part of the profits?" he demanded.

"Not a red cent," I answered. "The subsoil rights belong to the crown. We may get a few dollars' recompense as damage to our land or crops, but we don't get a quart of oil profit."

He was flabbergasted. "Well, that's no good," he said finally.

"Maybe when we get back we'll find derricks in our front yards," I added fatuously.

The Prince, we are told, shrugged his shoulders and smiled. "Still, it will help the country," he went on, "and possibly everybody will share more or less in the general increased prosperity. That'll be good." It was a philosopher speaking—one phase of the new Prince, says Mr. Hunt, adding:

Then almost unconsciously we started talking of Anglo-American relations.

"More friendly understanding is all we need to iron out any little differences of opinion," he went on. "Fewer experts and more human beings to settle our difficulties. That's why travel and intimate interchange of ideas are so important. If we all could only play golf together, as I did recently with my good friend Mr. Kellogg and later with Walter Hagen, we'd realize how close and necessary we really are to one another.

"Why, only the other day I helped to open a great dental clinic that Mr. Eastman of your country gave a million dollars to found. Just think of what that means toward friendly relations. I said something then about how such a gift and the cooperation of one American citizen furnished one more instance, if one were needed, of the genuine friendship that exists between the United States and this country. And you know it's a friendship which springs from a kinship of ideals as well as a kinship of blood."

Here was a Prince thinking deeply and profoundly about great and serious problems. Here was a new heir to a hard and trying post.

To-day his playtime is only for the bodily exercise that is so necessary for his high-strung temperament.

"I haven't had much time to myself since my father was taken ill," he said to me simply and earnestly.

And never again will he have much time to himself. Gone forever is his freedom. He is a man of duty to-day—a man of destiny.

I asked him for a list of his appointments for an average day, and he had one copied for me. I quote it exactly as it was given to me:

Morning:

Sir Hugh Trenchard (Chief of the Air Staff)
Lord Churchill (Chairman of the Great Western Railway)
Sir Ronald Storrs (Governor of Cyprus)
Business interview with the Secretary of the Duke of Cornwall

Afternoon:

Visit to Australia House to see and speak to a party of boys from the Barnardo Homes, just off overseas
Inspect offices of the Big Brother Movement (another organization of which H. R. H. is patron)
Two hours of golf
6—8 Work at home
8:45 Official dinner party, York House

Official, public and semipublic duties now take the time that once went to riding and playing. He belongs to the Empire now.

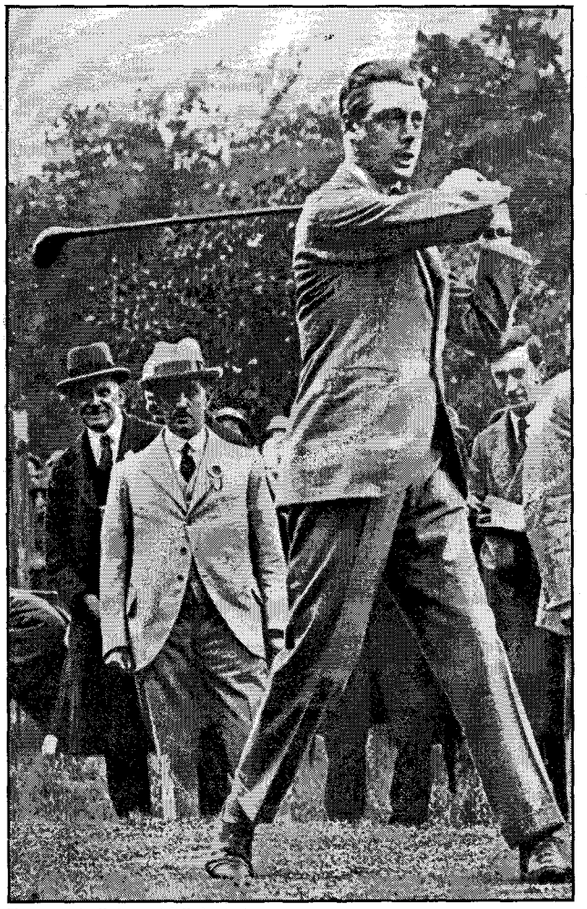
A new Prince—more serious, more sure, a little less smiling, a little less wistful. He knows where his life work lies, and he accepts it fully and uncompromisingly.

He is doing it his own way. Neither his grandfather nor even his father would have dreamed of tramping through the mud and poverty and heartaches of the coal-fields of Durham with their tens of thousands of unemployed. But it did enter the head of this Prince of 1929—and for three days he went unannounced from cottage to cottage, seeing for himself the urgent necessity of immediate assistance.

To hundreds of poor, discouraged miners and their families he came as a fresh pledge of help and friendliness. He was their friend, the leader who would do all that was humanly possible to aid them. It was his own way of expressing his deep and sincere concern in the common people and their common problems.

As the Young Prince he endeared himself and his crown to the great overseas Empire.

As the New Prince he was won anew for himself his own British Isles.



Photograph by Underwood & Underwood

DIPLOMACY THAT KEEPS ITS EYE ON THE BALL

His Royal Highness acknowledges the pleasure he has derived from golfing with Mr. Kellogg, and also with Walter Hagen.

The prolonged illness of King George has of course focused the world's attention upon the Heir Apparent, and much is being spoken and written about the little court of chosen associates which surrounds him. Serving the Prince of Wales, relates Mr. C. Patrick Thompson in the New York *Herald Tribune*, is a job richer in honor and prestige than in financial opportunity. Reading on:

Captain the Hon. Bruce Ogilvy, late of the Horse Guards, a dark, cheerful young man known as "Brucie," has just come to that conclusion. For the last seven years he has been one of H. R. H.'s two equerries. His brother, the Earl of Airlie, is a lord in waiting to the King. His mother, the Dowager Lady Airlie, is a Lady of the Bedchamber to Queen Mary. But the young guardsman-courtier has thrust aside family tradition and the pleasant habits of an equerry's existence. He is retiring from St. James's Palace to the city, from royal circles to the insurance business.

The event makes a bigger dent in H. R. H.'s routine and affairs than those who do not realize the modest size of his establishment might suppose. He is one of the world's busy men; but he lives in bachelor quarters in the smallest of the palaces, does without a personal stenographer, uses a fountain pen for private correspondence, and a folding typewriter for official letters, and limits his entourage to a comptroller, a private secretary and an assistant private secretary and a brace of equerries.

There also used to be a master of the horse—to give an official title to a cavalry officer the Prince casually picked up in India and gave $5,000 a year for the purchase of his horses—but he married and dropt out.

The entourage may be small, but it is cunningly chosen and adroitly regardful of the claims of the three component parts of the United Kingdom. There are three English officers of His Majesty's Foot Guards, one of whom has embassy connections and a first-hand experience of the East, while another has been a Governor-General's aid in Canada and is married to an American woman with Canadian connections; an English admiral, who has ranged the world, fought in half a dozen land and sea battles and is an expert organizer and man of figures; a Welsh diplomat who is an expert in international law and has affiliations with the State Church; and the retiring equerry, who is a Scot.

Meet the statesman of the establishment, Sir Godfrey Thomas—

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"for the business man who is a heavy eater... *yeast*," recommends noted war surgeon

A HEROIC surgical mission to the Caucasus during the World War won for Dr. Louis Dartigues the Croix de Guerre and rank of Chevalier in the Legion of Honor. He has developed simplified surgical methods and instruments used today throughout the world. Read what this great physician and abdominal surgeon says of his experience with yeast.

• • •

Millions of active yeast plants in each cake of Fleischmann's Yeast gently stimulate sluggish intestinal muscles, promote easy elimination and check the formation of the poisons that keep you from feeling at your best. Purified, your whole being responds—your digestion, your complexion, your very disposition!

Eat what you like—but keep your intestinal tract always clean, active, and healthy with the remarkable fresh food, Fleischmann's Yeast.

Eat three cakes daily, one before each meal or between meals—and free yourself from the dangerous habit of laxative drugs, pills, nostrums. How simple it is!—this modern way to joyous, vigorous health which world-famous doctors recommend.

Dr. Louis Dartigues of Paris

Surgeon and authority on the intestinal tract; founder of Franco-Ibero-American Medical Union, numbering over 4000 members; former president of the Society of Medicine of Paris.

"Cathartics," Dr. Dartigues says, "are injurious if used often. A harmless yet active product is required. That product is yeast. Yeast is beneficial for young and old. It prevents poison-bearing wastes from clogging the food canal. It enables the business man who is a heavy eater to keep his intestinal tract clean."

"My digestion had been damaged—permanently, I thought" . . .

St. Louis, Mo.

"I HAD TRIED ALL SORTS OF REMEDIES in an effort to bring my system back to normal.

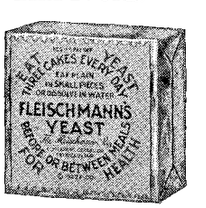
"As factory representative of the Kilgen Organ Company I must prepare specifications, confer with prospects and check work through the plant. I need plenty of energy.

"A year ago I tried Fleischmann's Yeast. Today my digestion is perfect. My nerves are steady. I consider yeast an essential food." ROY J. ABBOTT

(At right) *Mr. Abbott in the assembly room of the St. Louis factory of the Kilgen Organ Company.*

(*Left*) New Orleans, La.

"IN NEW ORLEANS we are fond of dog races when horse racing is out of season. But it was embarrassing for me to go *anywhere* with my unsightly complexion. I had indigestion and faulty elimination and was despondent over my condition . . . Three months after I started eating Fleischmann's Yeast, one would scarcely have believed I had ever had acne. My health is now splendid." ELSIE D. ODEN



EAT FLEISCHMANN'S YEAST plain or in water, cold or as hot as you can easily drink. You can get it at grocers, restaurants, soda fountains. Send for booklet. Health Research Dept. C-135, The Fleischmann Company, 701 Washington Street, New York. © 1929, F. Co.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

lean, saturnine, the tenth baronet, forty, Welsh; with a shy manner but direct mind, a hesitant mode of speech but much expressiveness, and a habit—acquired no doubt in the diplomatic game—of dropping enigmatic lids over black eyes when he has private thoughts to conceal.

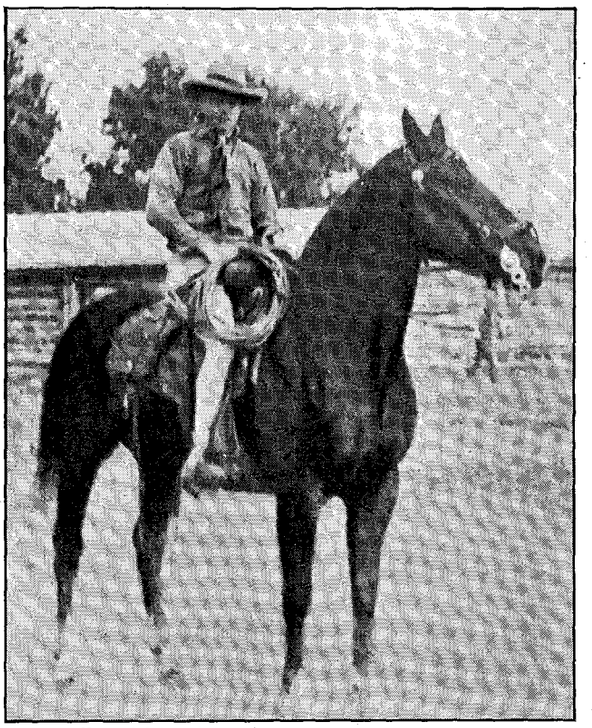
With Major Lascelles, a cousin of Princess Mary's husband, for aide, we are told, Sir Godfrey runs the private secretary's department. But he is a "private secretary extraordinary, the Prince's public relations counsel and state department in one." Thus, for instance:

If a newspaper publishes an erroneous statement that the Prince attended a bull-fight while guest of King Alfonso of Spain, it is Godfrey Thomas who rings up the editor and privately says hard words to him. He is interested in what the world's press says about the young man he calls "my master."

His resource is boundless. But once he was baffled. It was when the Prince was visiting a Latin-American republic. Engagements stood ten deep. The Prince was in the hands of his host, the President. As they sat late at a State banquet in the capital one night, the question of the next day's engagement arose. Something had to be cut. They ran down the list. A visit to a school attracted the Presidential eye. "We'll cut that," he said.

Next day the children of that school went on parade and waited . . . and waited. No Prince. All the newspapers raised a yell. It was echoed in the British press, and the guardian of British interests, the august *Times*, spoke of bad staff work. In short, the Prince's entourage got it in the neck.

What had actually happened was that the President had forgotten to convey his overnight decision to any one; he maintained a bland silence when the storm burst, having his popularity to consider; and all the Prince's entourage could do was grin and take the brickbats. They couldn't give his excellency away.



International Newsreel photograph

A LONG FAREWELL TO THE GREAT OPEN SPACES

With his new responsibilities upon him, the Prince can no longer slip away to his Alberta ranch, where the above picture was taken.

Godfrey Thomas was intended for a military career, following his father, an artillery officer; but his eyesight headed him off that path, and he went instead into the diplomatic service, where they don't mind glasses so long as the equipment behind the eyes and above the ears is sound. He was an attaché in Berlin, had a spell at the Foreign Office, was in Paris with the peace delegation; and then the Prince took him into his service when he set up a separate establishment and moved into St. James's Palace, where Godfrey Thomas now has permanent quarters.

A very earnest man, despite a streak of sardonic humor. His wife, tall, good-looking, is the daughter of an archdeacon, and strong on the Established Church. They were married in a cathedral.

Altho he is the only one of the entourage who has not been involved in physical fighting and narrow shaves on the sports ground and the hunting field, he did once have a close call. It was in his favorite Spain, in his unregenerate diplomatic days. He and his companion, touring in an old Ford, were arrested on a charge of assassinating the Premier D'Este in Madrid, marched three miles at the rifle point and incarcerated in a village jail. But that is another story, too long to tell here.

Admiral Lionel Halsey is controller and treasurer, we learn: "There are plenty of generals who would like the job, but the senior service has right of way, and Halsey is a stout fellow, and a man after the Prince's own heart." Furthermore:

He is the typical sea dog, four years off sixty, robust and ruddy, clean shaven, with a big nose, a lean jaw and a don't-care-a-darn manner. As an organizer he ranks high. The British grand fleet depended upon him for supplies for a considerable part of the war.

Halsey has not had a smooth passage. He was a middy at thirteen. Those were tough days. He went to a West African station and lived with the rest under a tropical sky on salt pork, plum duff, and figgy duff. No ice. Five of the seven officers died. Then he took the naval guns into action in the South African War and got into Ladysmith just in time to go through the big siege.

He can make a neat speech; he had to make 300 when he took a new battle-ship on an empire cruise shortly before rushing her into action against the Germans in the first North Sea battle of the war, and he knows how to get on with men. One day after the war he was at a sailors' rest house on London's East Side and called over a man he thought he recognized.

"I know your face," said he. "Let's see, weren't you in Australia with us?"

The seaman saluted.

"Yes, sir; in 1902. And I want to congratulate you, sir, for you are a man, sir, and always treated us like men, too."

Halsey blushed. "Thanks for the testimonial. It's the best I ever had."

Like a good many sea warriors, the admiral's nerves are likely to get twangy in the course of his progress through civil and social life. He is not imperturbable, that is Sir Godfrey Thomas's forte. He has his undiplomatic moments, and sometimes he rubs people the wrong way. Many persons did not view with approval his advent in the Prince's household nine years ago.

Brigadier-General Trotter, a hard-bitten soldier, with the clipt mustache, thin lips and iron jaw of the type, has dropt out of the circle somewhat since he had a heart attack in Africa during the Prince's Kenya tour. He is the senior Army representative in the household and a bachelor. He has seen a lot of active service, commanded the Guard's brigade in France, lost an arm, and took the British military instructional mission to the United States in 1917.

Officially he is groom-in-waiting, but he serves as extra equerry, too. He is formal, reticent, not astoundingly popular, very much the Colonel of Guards. But the Prince, who knows his Guardsmen, is comfortable with him, and took him as a companion to Calgary, and again to Biarritz.

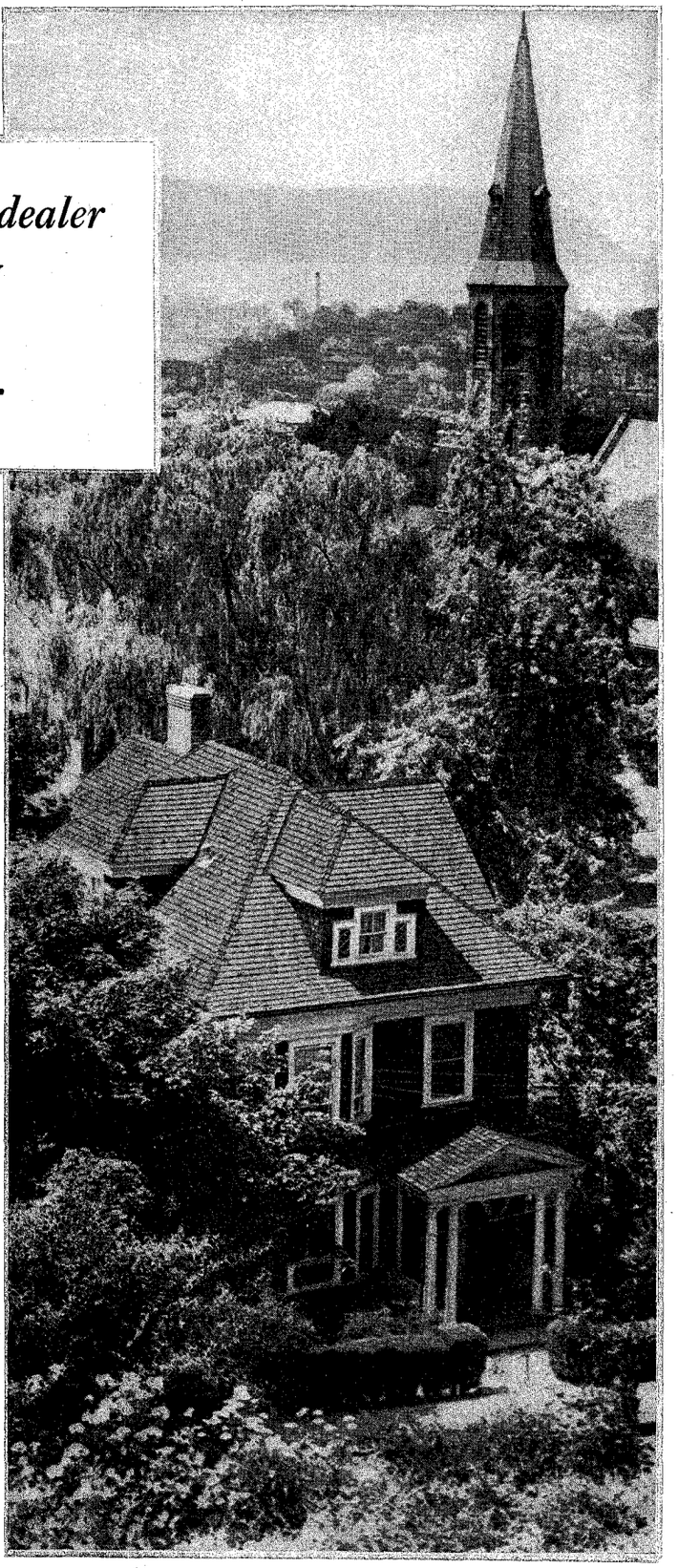
He nearly went under at the camp at Lake Albert. The strain of the hunting trip and the tropical weather tried him too far, and he collapsed suddenly with a heart attack. They got an Indian telegraphist to tap in and get a message back to Kampala, and while the Prince sat by Trotter's camp-bed all night, a medical party in a couple of cars came along the narrow winding paths in the darkness and arrived with the dawn—150 miles in six hours, a jungle record.

The equerries do a month's duty in turn, accompanying the Prince at all official functions and being responsible for any private invitations which are not sent to H. R. H. direct. Major the Hon. Piers Legh is the senior of the two, a slight but wiry man of thirty-six, married since 1920 to the widow of Captain Shaughnessy, who was Sarah Polk, daughter of the late Judge Bradford, of Woodstock, Nashville, Tennessee.

Bruce Ogilvy, lean, cheery, muscular, is young. He likes dancing and hunting and is always ready for fun. He has a laughing dark eye, and curly hair that is likely to look untidy even in the evening. He is as keen a horseman as the Prince but does not notch up as many falls, probably because he has longer legs, and doesn't ride such big horses or such a selection.

So much for the entourage. Add an English cavalry officer from the Indian Army, a Scottish airman-athlete who was trained for medicine, a group of young hunting enthusiasts, and you exhaust the men immediately around the Prince. His range of acquaintance is enormous, his personal circle very small.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



The BUICK-MARQUETTE *dealer* in your community *is the place* to buy a used car

MEN AND WOMEN still prize the old-fashioned virtues of honesty and reliability, and still give highest allegiance to those who uphold them.

This principle holds true between the buyer and seller of a motor car, whether new or old, just as it holds true in all walks of life . . . And it is the guiding principle of the great body of Buick-Marquette Dealers throughout America.

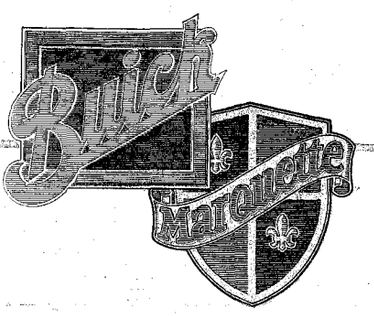
You can buy a used car from the Buick-Marquette Dealer in your community with full confidence that it will be exactly as represented, because the Buick-Marquette Dealer's business is founded on integrity and fair dealing.

He is an expert in transportation, whether you wish to pay $200 or $2000. He knows automobiles and automobile values. He obtains the choicest stock of resale cars as a direct result of the unrivaled demand for new Buicks and Marquettes. And, what is still more important, he is a reliable merchant.

He is a reliable merchant because that is the type of merchant Buick selects to represent the Buick institution and to protect its good name.

Honest values await you at your Buick-Marquette Dealer. His establishment is *the* place to buy a used car in your community. See him before you make your purchase.

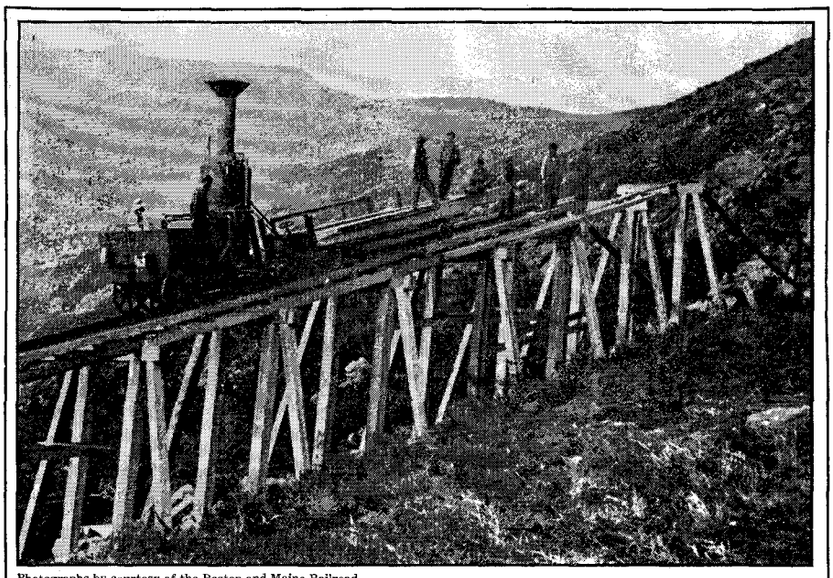
BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation
Canadian Factories McLaughlin-Buick, Oshawa Ont. Builders of Buick and Marquette Motor Cars



PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE TRAGIC FAREWELL TRIP OF *OLD PEPPERSASS*

WHITE WOOD SMOKE POURED from the flaring top of the grotesque little locomotive, which was all painted and decorated for this gala occasion of her sixtieth birthday. Steam was up, and she seemed to tremble with eagerness, just as she had done on the historic July day in 1869, when she made her first triumphant trip with passengers to the summit of Mount Washington, New Hampshire. For this was *Old Peppersass*, the pioneer of cog locomotives, the first steam mountain-climber, extricated from honorable retirement to make one last ceremonial trip up the mountain, after much speech-making, the shouts of a thousand tourists, and the beaming smiles of a company of notables, including several Governors of States. But a tragic fate was awaiting the quaint little locomotive. A mishap to a wheel, a wild runaway down the "Jacob's Ladder" section of the track, a sudden lurch into midair and down to the wooded mountain-side, and *Old Peppersass* "passed out of existence," as a New York *Times* correspondent puts it, "like an old tragedian playing his last rôle, and finding his end on the very stage where he had gained renown."



Photographs by courtesy of the Boston and Maine Railroad

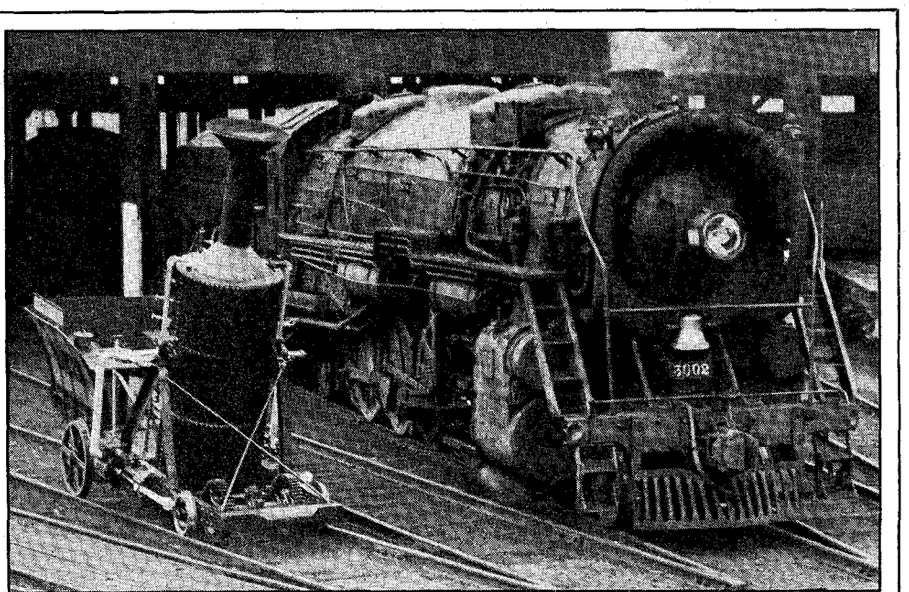
BUILDING JACOB'S LADDER, THE FUTURE SCENE OF ITS DESTRUCTION

Old Peppersass, in 1868, pushing timber up the mountain to the beginning of the famous trestle, from which it was fated to plunge sixty-one years later.

This dramatic finish of a famous locomotive cost one man's life and injuries to three. Local historians averred that *Old Peppersass* had never before met with an accident or caused injury. They recalled that she had received her familiar name on the occasion of her first official appearance, sixty years earlier. Then a bystander, "some New Hampshire Yankee," had drawled to her inventor, Sylvester Marsh, "Looks like a peppersass bottle, don't she, Sylvester?" and the name had stuck.

So much incredulity was there as to the possibility of a waddling iron contraption climbing New England's highest mountain, that a member of the New Hampshire legislature, when a charter for the cog railway was being moved in 1858, proposed the insertion, after "up Mountain Washington," of the words "and to the moon." History is silent as to whether that skeptical law-maker was present when *Old Peppersass* made her first climb with passengers; but by that time he must have known something of her capacities, for she had been ambling up and down the mountain, pushing material and helping to lay her own tracks, as a spider spins its own web. For an account of her first official trip we turn to a historical souvenir issued by the Boston and Maine Railroad:

> On a July day in the year 1869, a group of spectators stept from the stage coaches of the period into a little clearing at the forested base of the western slope of Mount Washington. They had come to witness the consummation of an engineering achievement which was destined to be an important forward step in the recreational development of New Hampshire's already famed White Mountains.
>
> From this clearing where the group gathered, an odd three-railed roadway stretched three and a quarter miles up the mountain side through a great lane cut in the virgin forest, disappeared amid the trees came into view again against a rugged rock shoulder above timber line, and once more disappeared between boulders high up toward the distant summit, 6,293 feet above sea-level. This was to be a new and easy way to the magnificent panoramic spectacle to be seen from the mountain top, heretofore available only at the expense of toil and hardship.
>
> The venturesome and hardy few who had dared the perilous climb afoot up the steep and rocky slopes to the summit had brought back tales of vast scenic panoramas encompassing "the whole noble company of mountains, the deep depressions through which the Connecticut, the Merrimac, the Saco, and the Androscoggin wind toward the lowlands, the lakes which nurse the infant tributaries of these streams, the great northern forests, the notched wall of the Green Mountains,



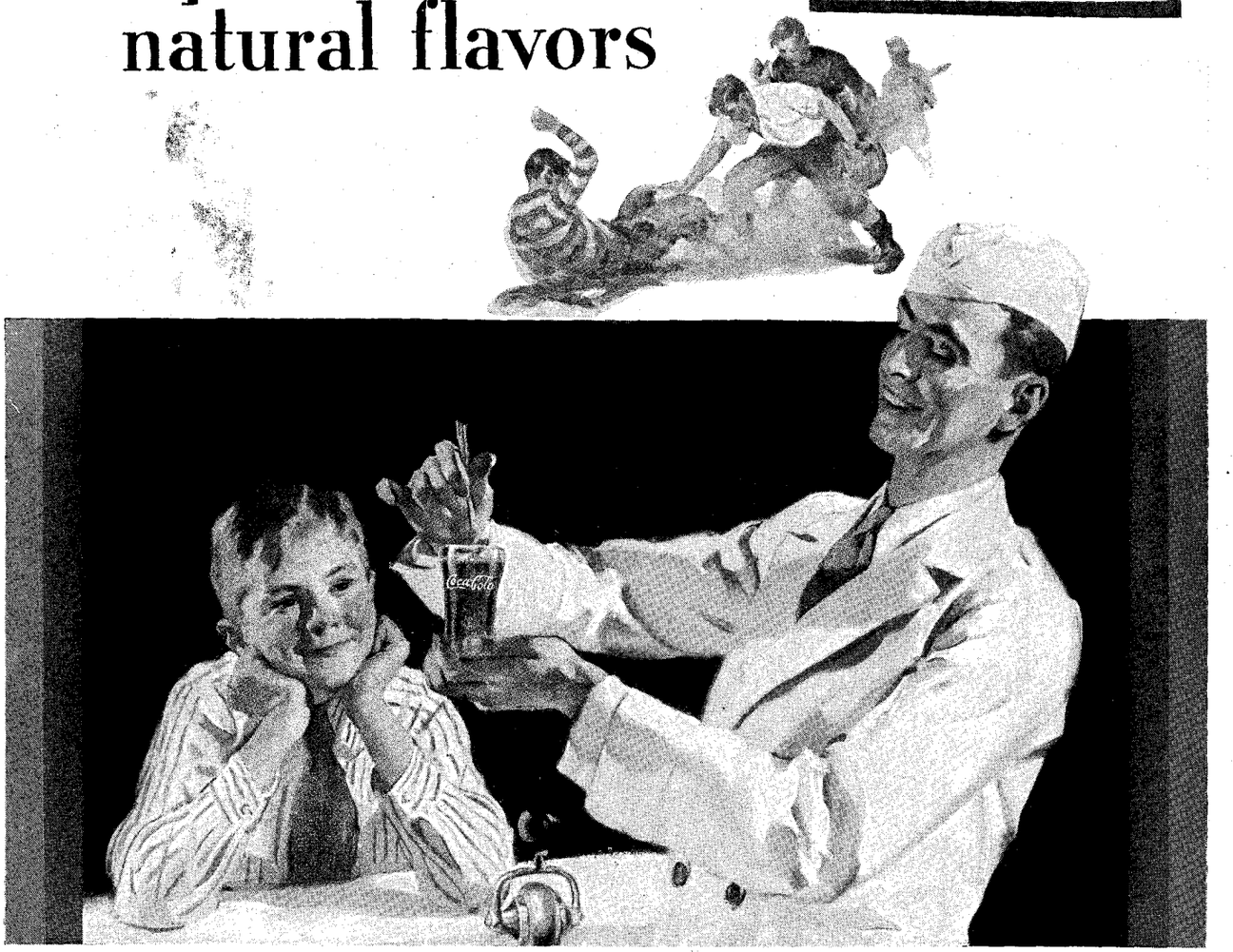
"YOU MAY BE BIGGER'N ME, BUT I BET YOU COULDN'T CLIMB MY MOUNTAIN"

Old Peppersass (on the reader's left) might have spoken thus to the big Boston and Maine fast freight engine, and it's perfectly true that the latter, being cogless, could not climb Mount Washington.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Wholesome- a pure drink of natural flavors

Drink Coca-Cola
Delicious and Refreshing



The Coca-Cola Company, Atlanta, Ga.

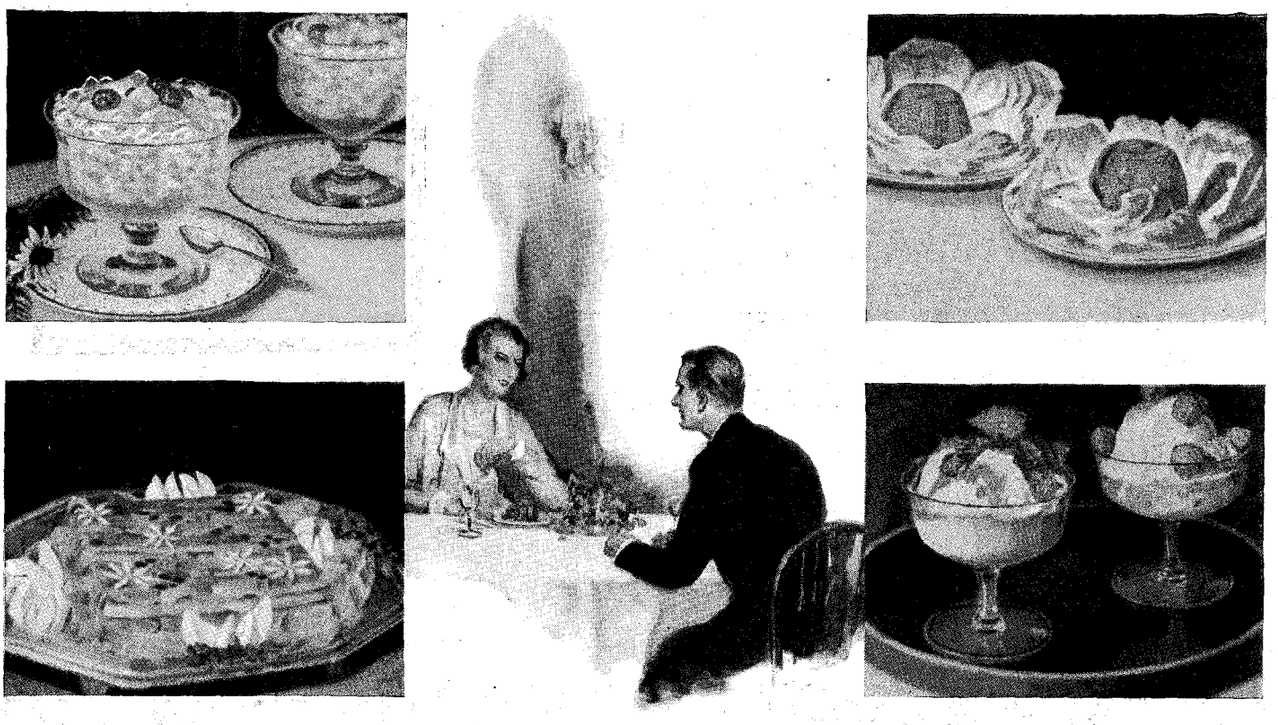
OH BOY! It tastes as good as it looks. Watch it bubble up and feel it tingle all the way down. Cold and snappy! Refresh yourself is right. "Time out" for a cold Coca-Cola knocks Old Man Thirst for a home run. ▼ ▼ Such a drink at cool and cheerful fountains has taught the world how, when and where to pause, relax and be off to a fresh start. That's why the soda man has so many more calls for Coca-Cola than for any other drink. A perfect blend of many flavors, it has a flavor all its own.

THE BEST SERVED DRINK IN THE WORLD

Served in its own thin, crystal-like glass. This glass insures the right proportions of Coca-Cola syrup and ice-cold carbonated water. The final touches are to add a little finely chipped ice and stir with a spoon until the sparkling bubbles bead at the brim.

IT HAD TO BE GOOD — OVER 8 MILLION A DAY — TO GET WHERE IT IS

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



How's this for a hot-weather dinner?

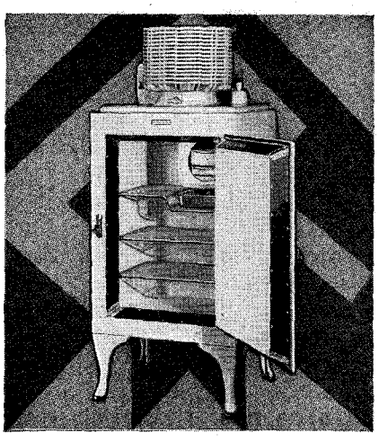
One of these evenings, when you're exhausted from the heat and nothing tastes good, how would you like to sit down to a dinner like this? An ice-cold fruit cup, jellied chicken and ham, a salad of crisp lettuce with a stuffed tomato in aspic. And, for dessert, a strawberry sundae.

Tempting, isn't it? And so pleasantly easy to prepare. All the real work can be done in a very short time in the cool of the morning. Then your General Electric Refrigerator will do the rest . . . chill new flavor and soothing coolness into every course.

The Correct Temperature Always

Fifty degrees is accepted by scientists as the "danger point" in the preservation of food. When the temperature rises even a degree or two above that, bacteria multiply, foods become unsafe to eat . . . a positive menace to health. In the General Electric Refrigerator the temperature is always kept several degrees below fifty—*automatically*.

Countless superiorities give the General Electric Refrigerator its outstanding position . . . an hermetically sealed, dust-proof mechanism, mounted on top . . . an accessible temperature control . . . a new standard of quiet operation . . . no oiling . . . no troublesome machinery . . . simplified installation . . . no radio interference.



Prices on the new all-steel models now start as low as $215, at the factory

Now, in addition to all these proved superiorities, General Electric offers an *all-steel* cabinet! Beautiful. Non-warping. Strong as a safe. Mounted on legs with broom-room underneath. The new *all-steel* cabinet and the hermetically sealed mechanism combine to produce what we believe is the finest refrigerator ever made.

For full particulars send a post card to Electric Refrigeration Department of General Electric Company, Hanna Building, Cleveland, Ohio. Ask for booklet D-8.

A Guarantee Fulfilled

More than 300,000 homes are enjoying the convenience, economy and health-guarding service of the General Electric Refrigerator and not one has spent a single dollar for repairs—that was our guarantee to them. You can be certain that these owners would not exchange their General Electric Refrigerators for anything in the world which could be purchased for the same money.

GENERAL ELECTRIC

ALL-STEEL REFRIGERATOR

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PICKNICKING ON THE ROOF OF NEW ENGLAND, THANKS TO *OLD PEPPERSASS* AND ONE OF HER PROGENY

Those were the days when millinery was millinery and skirts were skirts. The second locomotive is the *Stevenson*, based on the *Peppersass* principle, altho modified in form. The shelter under construction is the first predecessor of the present Summit House.

the wide expanse of level land, flat and heavy, like the ocean; and finally the ocean itself . . . all mingled in one mighty scene." Scenic New England rolled out before them.

In the clearing itself, the center of attraction to those spectators of the 'sixties, was an engine more strange than the new railway up which it was to operate. Its wooden frame, carried on two sets of wheels—the forward ones much smaller than those in the rear to enable it to maintain a level floor on the lesser grades—supported a vertical boiler hung on trunnions, and surmounted by a high iron smokestack, flared at the top. Like other engines of the day, power was supplied by two small cylinders; but unlike any engine ever seen before, the power to accomplish the great lift up the mountain was delivered through heavy reducing gears to a big cog-wheel that meshed with the spokes of a center "rack" rail.

It is not difficult to picture the excited curiosity of the crowd that clustered about this new type of locomotive which Sylvester Marsh, its inventor and the builder of the railway, had promised them would this day, on its first public test, climb the steep grades to the summit of Mount Washington, more than a mile high, and three and a quarter miles away.

Nor is it difficult to picture Marsh himself, active in spite of his sixty-six years, making a final inspection of his much ridiculed project, calling out instructions to his assistants, seeing that everything is in readiness for the trial trip. A New Englander by birth, he had returned to his native State after a successful business career in the West, to vision the attractions and the opportunity for future growth of vacation travel to the White Mountains, and to give to New Hampshire a priceless advantage in the development of that travel—the Mount Washington Cog Railway, piercing the clouds to carry hundreds of thousands of travelers to the roof of New England.

With its trunnion-hung boiler set upright like a donkey engine on pivots, and with no cab to shelter its crew, Marsh's invention was, indeed, a "queer contraption." Yet in its day it represented a mechanical achievement, establishing principles of construction and operation which, like those of the Mount Washington Cog Railway itself, were adopted in the subsequent building of mountain railroads in Switzerland, at Pike's Peak, and elsewhere.

And now, we read on, all was ready for the trial run, and word to "get aboard" turned attention from the engine itself to the accommodations for the passengers who were to be the first to ascend Mount Washington by this unprecedented means. Of their attitude we are told:

Altho many were still skeptical of the ability of the *Peppersass* to negotiate the steep grades, and others no doubt experienced anxiety, the honor of participating in so notable a dedication as that of the first mountain-climbing railway in the world overcame their trepidation; they took their places on the broad wooden seats of the platform car which had been placed ahead of the engine to afford them an unobstructed view.

With a hissing of steam in its cylinders and a grinding of gears as the great cog-wheel tugged at the rack between the outer supporting rails, *Old Peppersass*—true to the predictions of its inventor—started valiantly on its march up the mountain. Instead of faltering when the steepest grade was reached, it gave a few extra snorts, and, seemingly invigorated by the mountain air, went on up to the summit without perceptible exertion, pushing before it the rude open car on which clung the awed and delighted spectators.

Thus the *Peppersass* became the first locomotive to climb a mountain—blazing a new recreational trail, since followed by thousands upon thousands of visitors, to the summit of Mount Washington, the highest inhabited peak in the East.

For twelve years after its successful trial trip to the summit in the summer of 1869, *Old Peppersass* carried White Mountain enthusiasts and sightseers up Mount Washington, before it was succeeded in 1878 by locomotives of the horizontal engine type, yet with boilers tipped to compensate for the grade, which are still operating up the slopes of the mountain.

Some time after her retirement, *Old Peppersass* was "lost," according to F. Lauriston Bullard, who tells us in a New York *Times* article:

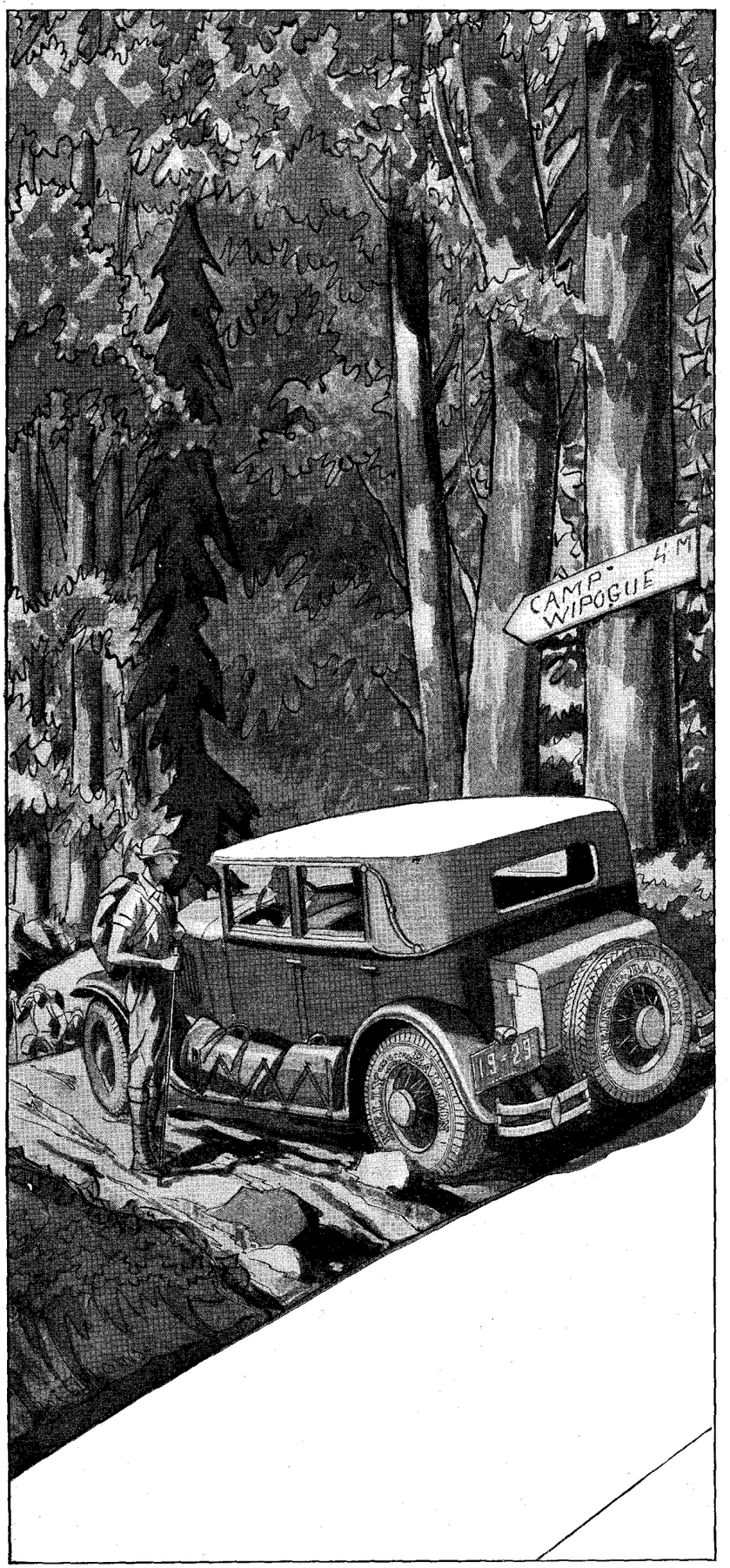
As an antique this toylike locomotive is a discovery of recent years. A New Hampshire clergyman, the Rev. Guy Roberts of Whitefield, trailed it patiently, and finally found it in the collection of Daniel Willard, President of the Baltimore & Ohio, who had displayed it in the Fair of the Iron Horse in connection with the centenary of his own railroad. It seems that *Old Peppersass* had been exhibited at Chicago in 1893 and at the Louisiana Purchase Exposition. Its historic importance is due not only for what it did for Mount Washington and the other summits of the Presidential Range and for New England mountain scenery in general, but because that Mount Washington idea was adopted by Switzerland to make her peaks accessible. Mr. Roberts it was who prevented the destruction of the famous profile in the White Mountains, and to-day he is called "the Valet of the Old Man of the Mountain." When, after much investigation, he demonstrated his case to President Willard—who himself began his railroad career on a small branch line in these mountains—the B. & O. arranged at once to deliver *Old Peppersass* to President Hannauer of the Boston and Maine.

Reconditioned by the railroad's engineering forces, the veteran little climber was "refurbished with gay old-time colors and decorations," according to the railroad's own chronicle, which adds:

Officials of the Boston and Maine mechanical department, on inspecting the locomotive, were astonished to find that the old vertical boiler, with its conical rivets headed by hand, easily met water- and steam-pressure tests. Only the replacement of a few minor parts was necessary to restore *Old Peppersass* to her original condition. She has been pronounced not only a tribute to "Yankee genius" in design, but a lasting exemplar of New England thoroughness in construction.

And so the old lady was dolled up for her birthday party, which was attracting a vast pilgrimage of sightseers to Mount Washington, together with a distinguished company of invited guests, including an assortment of Governors. Here we quote a *Times* dispatch, under a Bretton Woods date-line:

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



"Yes, it's wide enough for a car to get through but I don't believe any tires can stand the rocks."

"Brother, these new Kelly Registered Balloons can stand ANY kind of road conditions."

PERSONAL GLIMPSES
Continued

Old Peppersass, famous as the first mountain-climbing locomotive, plunged off a high trestle far up the side of Mount Washington and blew up this evening as it was descending the cog railroad of the mountain, at the end of ceremonies rededicating the locomotive as a historic relic.

One man was killed, three others were injured, and the lives of a half-dozen Governors of States and many other persons of prominence, who were in trains following *Old Peppersass* down the mountain, were imperiled.

The man killed was Daniel Rossiter, photographer, of Arlington, Massachusetts. The injured were Winston H. Pote, photographer, of Swampscott, Massachusetts; E. C. Frost of Concord, New Hampshire, veteran engineer of *Old Peppersass*, and W. I. Newsham of Concord, fireman of the locomotive.

The wreck tore up the track and blockaded the six trains which had carried the spectators. As a result the Governors and the other dignitaries, as well as the 200 or more unofficial spectators in the exercises, were marooned on the mountain.

A call was sent for automobiles from towns at the base of the mountain to bring down the stranded persons.

To-day's ceremonies marked the presentation of *Old Peppersass* by the Baltimore and Ohio to the Boston and Maine Railroad, which in turn presented it to the State of New Hampshire. Then the venerable locomotive was to have been placed upon a pedestal alongside the railroad station here at the foot of the mountain.

A notable gathering was here for the ceremony. It included Governors Bibb Graves of Alabama, John Hammill of Iowa, Theodore Christianson of Minnesota, Henry C. Caulfield of Missouri, George H. Dern of Utah, John E. Weeks of Vermont, and W. G. Conley of West Virginia. Senator George H. Moses of New Hampshire was one of the representatives of the State delegation. Many of the prominent participants in the rededication had come during the day from Boston in a special train, and were to have returned there on it to-night.

Former Gov. J. J. Cornwell of West Virginia, general counsel of the Baltimore & Ohio, made the presentation speech, on the part of his road, and George Hannauer, president of the Boston and Maine, accepted *Old Peppersass* in behalf of his road. Mr. Hannauer in turn presented the locomotive to Governor Tobey of New Hampshire.

The presentations completed, it remained for the old engine, repainted in the designs it had worn on its service so many years ago, to climb its old track in one last symbolical journey before going into permanent retirement on its pedestal.

Six trains carrying the Governors and other distinguished guests and the crowd of general spectators, women and children among them, ascended the mountain to the Summit House.

Old Peppersass, with Frost and Newsham in the cab, followed up the cog road.

Five miles up the mountainside and a mile high in the air the line crossed a great gully known as Jacob's Ladder. *Old Peppersass* crossed over the high trestle, about seventy-five feet above the rugged rocks below. It was only a short distance from the top.

That was the peak of the journey. The

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

locomotive paused a while, then began its descent.

Rossiter, his camera in his hand, boarded the engine as it started, and he was joined by Pote. But as the locomotive came to the trestle something went wrong—a wheel broke, it was reported here.

Old Peppersass left the rails and plowed over the ties. Frost tried to check it, but saw at once that it was out of control. He and Newsham called a warning and jumped from the cab to rocks alongside the track.

Pote jumped, too, and struck on his face, breaking his jaw.

Rossiter delayed to get his camera, which he had laid upon the wood used as fuel. When he did jump, *Old Peppersass* was out over the gully. He fell into the gorge and was killed.

And now the quaint old engine, which in her day had hauled three Presidents and numberless celebrities to the top of the mountain, was alone on a down grade, with the bit in her teeth. Going faster at every yard she reeled clattering down the track. Two boys walking the trestle saved their lives by jumping ten feet to the rocks below. Ultimately the demoralized locomotive "broke across the rails and shot out into space," and then:

It struck the side of the mountain and exploded. Its torn ruin, a disordered bit of junk, came to rest on a shoulder of Mount Washington, 200 feet below. Meanwhile, the trains had left the mountain-top to follow down after *Old Peppersass*. The guides saw them coming, and ran frantically to warn them.

Word of the wreck reached the foot of the mountain and automobiles were sent to get the distinguished guests and the spectators. It was cold on the mountain-top, and many, including several women, walked the five miles back to Bretton Woods.

Governor Tobey, Governor Dern, and Governor Caulfield were in the rear of the caravan on the descent. They were therefore the first to return to the summit with a group of about fifty persons.

Two hundred passengers in the other four trains, including the *Times* correspondent, were the hardest affected when their cars, unable to proceed in either direction, were stalled on the precipitous track. The first of these trains was about 1,500 feet from the scene of the wreck. The trains were unable to proceed to the summit, because of lack of steam resulting from the damage done to the railway water system when *Old Peppersass* tore the pipes in its plunge.

It was nearly midnight when the last of the passengers was brought back to the summit. This was accomplished with the aid of a relief-train from the mountain-top, to which passengers were transferred in relays by the dim light of lanterns.

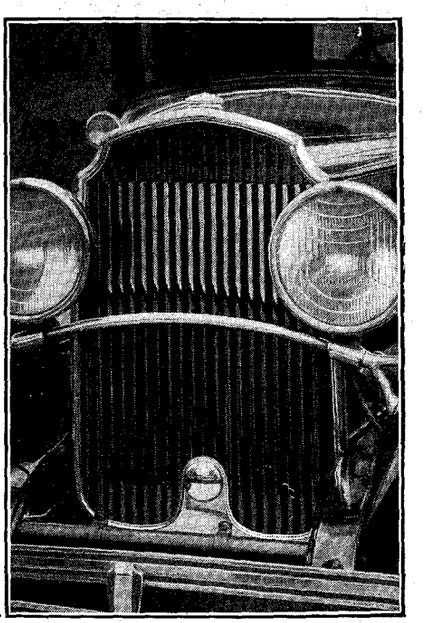
Some women had to be carried from the cars to the relief-train to avoid their being injured in traversing the treacherous mountain ground. The transfer was accomplished in good order and without injury to any one.

At no time were they in danger, as the brakes of all cars held fast to the cog-rail.

Once on the summit, where a mountain hostelry is situated, those in the party received food and protection from the cold while waiting for automobiles to take them to the mountain base. Governor Tobey and Major Ely labored all night long to make this part of the relief work a success.

LOOK AT THE FRONT END OF THE AUTOMOBILE YOU BUY TODAY

for this mark of Engineering Progress



Chrysler Imperial with built-in Pines Automatic Winterfront

ONE engineering achievement above all others commands the attention of new car buyers today. It's an improvement you can *see*—one whose vital principle of protection is known to millions.

"Look at the front end," say the engineers of America's leading cars. On more than 20 of them you will see this unmistakable evidence of engineering progress—Pines Automatic Winterfront.

These manufacturers have taken into their own hands this problem of keeping the motor at the *right* operating temperature—and relieved their owners of repair expense that engineers say has reached a staggering total in the past.

Each has proved—within his own laboratories—and upon his own testing grounds—that Pines Automatic Winterfront is an engineering necessity.

These fine cars are equipped with built-in Pines Automatic Winterfronts

PIERCE-ARROW 133-143
WILLYS-KNIGHT 66B
STUTZ ROLLS ROYCE
STEARNS-KNIGHT DeLuxe 8-90
PEERLESS 125 JORDAN 8
HUPMOBILE 8
GRAHAM-PAIGE 621, 827, 837
GARDNER 130
DODGE SR. SIX CHRYSLER 75
CHRYSLER IMPERIAL
DURANT 60 and 70
BRADFIELD CAB (Kissel)
CHECKER CAB
BLACKHAWK
and others—names on request

If the new car you are considering is not already equipped with an Automatic Winterfront, assure yourself that there are no obstructions on the radiator which would interfere with having one installed. You may purchase a detachable type shutter which gives you the same advantages as the built-in type.

Are you buying a new car?

If you are—remember that the vital function of Pines Automatic Winterfront is one of absolute protection to the motor and all its parts. It has won its enviable place in the automotive industry because it definitely prevents the damage that results from operating an underheated motor.

Do you own a car?

If you do—watch the thermometer—and equip your car with a Pines Automatic Winterfront at temperatures ranging 60° Fahrenheit and below.

No car is immune. No more tangible evidence of the necessity for this vital protection could be offered you than the fact that these leading manufacturers take this vital precaution into their own hands—and make Pines Automatic Winterfront an integral part of their cars.

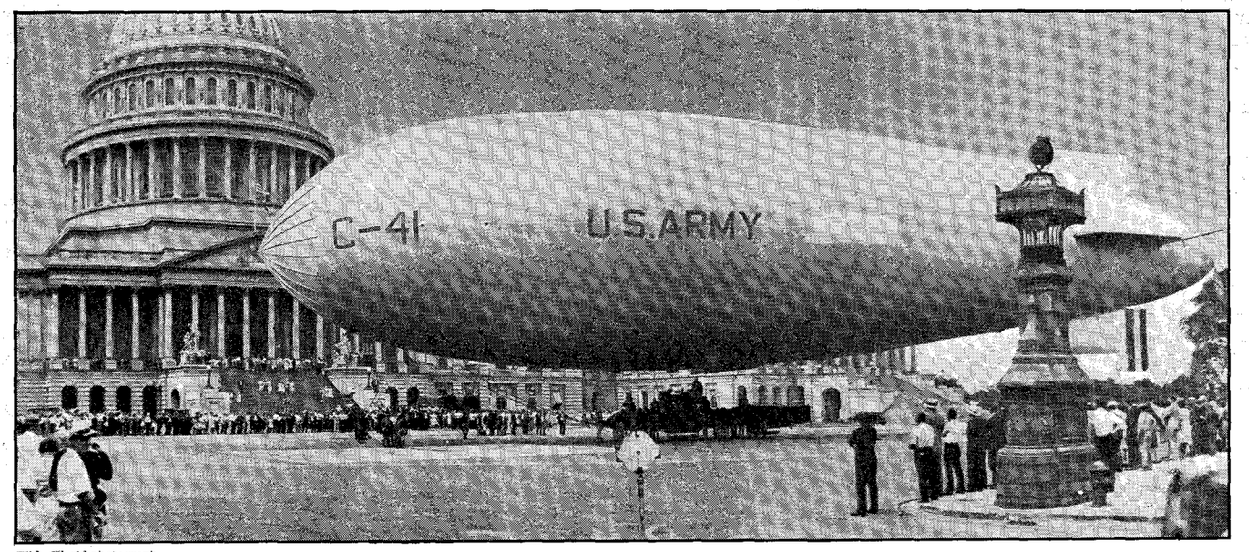
Bring your car up to date. And remember—there is only one automatic radiator shutter on the market. If your dealer cannot supply you, write us. Pines Winterfront Company, 428 No. Sacramento Boulevard, Chicago, Ill.

Authorized Winterfront Service is available through the National Pines Automatic Winterfront Distributing Organization. Thermostats are guaranteed.

PINES WINTERFRONT —*It's Automatic*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

MOTORING · AND · AVIATION



Wide World photograph

A NEW KIND OF AIR-BUS STARTLES WASHINGTON, BY CALLING AT THE CAPITOL ON URGENT BUSINESS

Its mission is to deliver a belated Senator in time for a committee meeting, and it takes him to the very door, like a perfectly good taxi, after a three-hour run from Hampton, Virginia.

PREST FOR TIME, SENATOR? CALL A BLIMP!

AN AIR OF SUSPENSE pervaded the committee-room in the Capitol. Where was Senator Bingham? Would he—could he—arrive in time for the meeting? A telegram had been sent to him at Hampton, Virginia, but that was about 140 miles away, and there was grave uncertainty as to whether he could make the necessary connections. Some of the Senator's colleagues, anxious for his presence, looked at their watches and shook their heads doubtfully. But suddenly a shadow no larger than a man's hand descended upon the Capitol plaza, and a drone like that of a big bumblebee was heard aloft. The people out there looked up, stretched their necks, looked harder, gesticulating and pointing upward. The shadow grew larger, a gaping crowd gathered, and presently an Army blimp came settling down like a plump pigeon among the trees. The nerve of it! Such a stunt had never been heard of before. It beat the last Army blimp performance, when the same commander landed his inflated sausage on the roof of the Munitions Building, ostensibly to deliver a letter. On that occasion, "Spice of Life" fans will recall, one newspaper's head-lines proclaimed that the blimp had landed on a roof to "deliver a litter," thereby evoking a charming picture of a baby air fleet. But this new game of landing among the trees in front of the Capitol seemed to be much more difficult and much more important. Behold! Eager hands grasp the landing-ropes, the blimp is "walked" up to the very door of the majestic fountainhead of the nation's laws, and out steps—who do you suppose?—why, the missing Senator Bingham, into the arms, so to speak, of his anxious colleagues! As the New York *Times* tells the tale:

An Army blimp swooped down over the tangle of trees, which dot the Capitol plaza, at noon to-day, and landed Senator Hiram Bingham of Connecticut, Chairman of the special Congressional Committee on Aerial Coast Defense and president of the National Aeronautic Association, at the front entrance to the Capitol. Five minutes later he was attending a meeting of the Senate Finance Committee, which is rewriting the tariff bill.

The blimp was piloted from Langley Field, Hampton, Virginia, in three hours by Capt. William J. Flood of the Army Air Corps, who several months ago startled down-town Washington by landing a blimp on the roof of the Munitions Building.

Senator Bingham's blimp-ride was the result of a telegraphic summons to the committee hearing, received while he was inspecting the giant balloon hangar at Langley Field.

The balloon hangar is two miles from the plane hangars. Senator Bingham was in a hurry, and did not want to waste the time necessary to walk to a plane.

"Why, we have a blimp all ready; jump in and I'll land you at the front door of the Capitol," Captain Flood said.

The invitation was accepted, and the big bag was walked out of the hangar. Senator Bingham and Major Ira Longanecker climbed into the passenger seats. Captain Flood and Lieut. A. R. Starker took the controls, and the blimp soared off at 9 A. M.

Just at noon its silvery shape was espied as it swung down low over the House Office Building toward the Capitol plaza, where two landing crews of twenty men, hurriedly ordered from Bolling Field, waited to drag the blimp to the ground.

Circling over the Library of Congress, Captain Flood suddenly pointed the blimp's nose sharply downward, directly over the lawn near the plaza, glided safely between two clumps of trees, and shot over his landing lines.

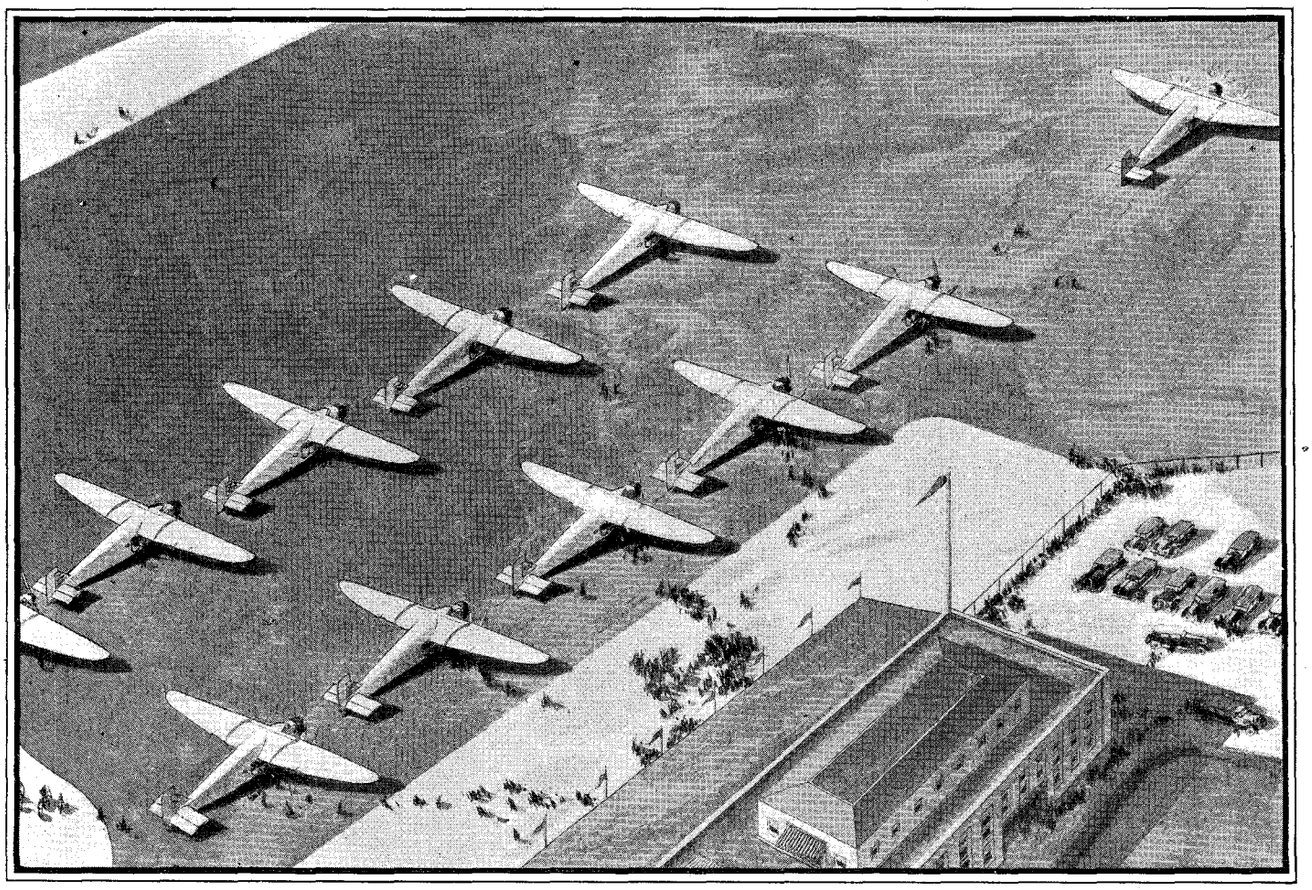
The crowd caught its breath as the blimp hovered over their heads half-way between the Capitol and House Office Building. Then the landing crew seized the lines and drew it safely to earth, walking the blimp slowly to the Capitol entrance. There Senator Bingham climbed out.

"That's the way all Congressmen will arrive here soon," he commented.

A few minutes after the landing, Captain Flood took on two more passengers and returned to Langley Field.

In our issue of last November 24, as our readers may recall, THE DIGEST presented in this department a picture of what was then described as "the second smallest dirigible in the world—the plump little *Puritan*, of the Goodyear-Zeppelin Corporation"—in the act of making a neat landing on the roof of a Washington building. In comparing the two pictures it may be noticed that there is a strong resemblance between the two blimps. True, the *Puritan* looks a trifle shorter and fatter, but that might be thought due to the fact that she is slightly foreshortened in the picture. However, to guard against possible error we have ascertained from army sources that the *Puritan* and *C-41* (above) are different blimps.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



THE AIR LIMITED . . . IN 11 SECTIONS

On time! . . . The Air Limited in eleven sections leading the regular Chicago-Detroit plane of the Stout Air Services appeared over Detroit at 5.15 *as scheduled. Eleven tri-motored, all-metal Ford planes, winging across the sky at over a hundred miles an hour, carrying one hundred and eighteen business men and women customers of the Gambill Motor Company, Hupmobile distributors, of Chicago!*

What would you have thought if you had read this paragraph in a reputable magazine only a few years ago? Pure fiction, of course! Yet it happened exactly that way. The Stout Air Services have been operating giant Ford planes on passenger flights between Chicago, Detroit and Cleveland on a daily schedule for years. . . . During 1928 two hundred and ninety-four transport planes in the United States alone flew a total of 10,472,024 miles on schedule and carried 52,934 passengers!

There was an actual increase in passenger traffic of 420% *over the preceding year and over* 100% *in the distance flown!*

Last year was signalized by the great increase in the transport of air mail. This year is already signalized by the general acceptance of the new vehicle by travelers. Several great new air lines have gone into operation and their success indicates America has accepted this new form of swift transportation.

Perhaps the most important factor in the development and prosperity of America has been the improvement of its transportation facilities. When you view the United States from the air, this fact becomes manifest. For fleets of ships, streaking across the water, converge towards sheltered harbors where cities have become focal points from which railroad lines and trunk highways extend toward other cities. Along these routes of steel and concrete and water, cities have risen, communities flourish, the land is rich with growing crops and grazing herds and the plentiful products of mines and oil wells. *But beyond the traveled roads that bind the nation together there is unproductive stillness, a desert emptiness.*

You well know what the coming of the railroad meant to inland places. You know what the deepening of river channels and ocean harbors has done for commerce and navigation. Doesn't your imagination spark at the significance of this new form of transportation that can carry passengers and cargo faster than the wind, in safety and comfortable relaxation?

Is it not of the utmost importance to the commerce and industry of the nation that it is already perfectly feasible for a business man to leave New York at the same time his partner leaves Los Angeles, and meet for a conference in Kansas City in a matter of hours rather than of days?

Even while you are reading this, great fleets of Ford tri-motored, all-metal planes are winging across the skies up and down the Atlantic, up and down the Pacific Coast, from ocean to ocean, from nation to nation, from metropolises to fields of production and back again. . . . The American people have this year gone beyond mere speculation as to the future of aviation. They are actually employing the transport plane to speed up the business of the nation!

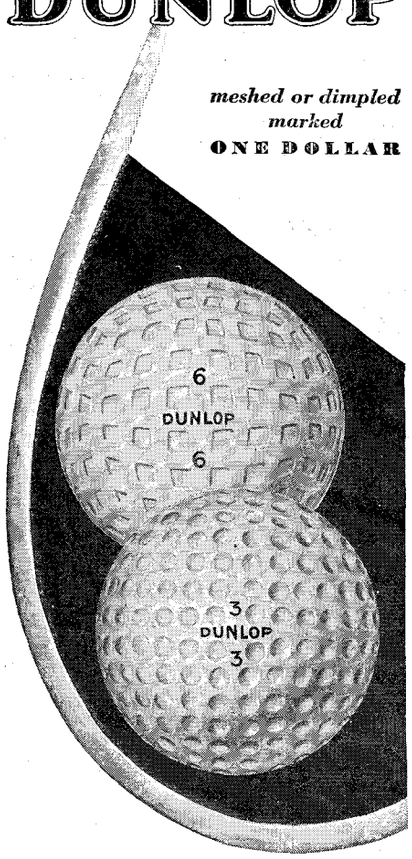
FORD MOTOR COMPANY

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

HAVE YOU EVER HEARD
ANYONE ASK FOR
A BETTER GOLF-BALL
THAN A DUNLOP?

THE IMPORTED "BLACK"
DUNLOP

meshed or dimpled
marked
ONE DOLLAR



MOTORING AND AVIATION
Continued

WHY THE ACE THREATENS TO FADE FROM AVIATION

"THERE will never be another great ace. Eddie Rickenbacker, Frank Luke, and Baron von Richtofen will never have their imitators." The speaker was the leader of a famous flying squadron. He wore, besides the wings of a pilot, the insignia of a lieutenant-commander, as Syl MacDowell tells us in the first of a series of articles on modern aerial warfare, copyrighted by United Features Syndicate, and quoted from the New York *Telegram*. The officer sat with a group of "America's keenest war strategists at a rear-admiral's table during joint maneuvers of the United States fleets off Panama." Massed formation is the new rule of aerial warfare, Mr. MacDowell tells us, continuing his explanation of conditions that may eliminate that daring and romantic figure, the ace:

It is the consensus among tacticians that the hero of the next war will be a squadron leader, a Napoleonic mind moving metal wings like chessmen.

At the fleet maneuvers Uncle Sam's fighting craft had a full aerial complement. Besides the several fleet squadrons snuggled aboard battle-ships and cruisers, the huge new carriers *Saratoga* and *Lexington* were in "the battle of Panama."

It was the greatest fighting force of aircraft ever assembled.

There was the giant hydroplane *PB-12*, weighing nearly ten tons, loaded. This flying-boat could carry enough bombs to demolish any fort.

There were small-winged, wasp-like, bullet-like fighters, built for combat five miles up.

Besides the battle-ship-spotting planes, there were three squadrons of shiny new two-seaters mounted on amphibian landing-gear. They are declared to be the most efficient and highest performing scouting planes in the world.

Thus, for the first time in aviation history, the one-time solo aviator became a mere soldier.

Another aeronautic development is the pilotless plane.

It is expected that the manless planes will do their deadly work at altitudes where, because of intense cold and rarefied atmosphere, human warriors can not go.

If the prediction that the air is to be aceless is true, there is left only one activity in modern warfare wherein man may yet play a solo part.

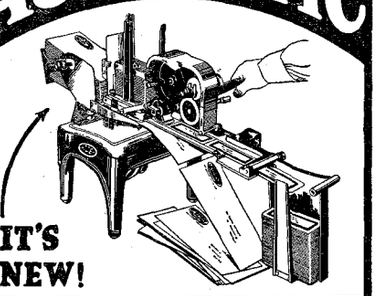
That will be on the sea's bottom. The navy diver may become the ace of the future!

A short time ago a self-contained diving apparatus was tried out at the Navy Yard in New York, we read:

In it a man remained under water for fifteen minutes without air-hose or life-line.

The suggestion has been made that an expert diver, in a self-contained underwater suit, could pilot an airplane to the enemy's position, drop overside, sink to

AUTOMATIC



IT'S NEW!

NO more slow hand-feeding of envelopes into an addressing machine one by one! — Get a demonstration of this wonderful new popular-priced addresser. — It automatically feeds envelopes into itself as fast as you can turn the crank.

DOES A DAY'S WORK IN 5 MINUTES

Four times faster than other addressing machines of similar size and price.

For complete information and a FREE BOOK on Direct-Mail Advertising, pin this ad. to your business letterhead and mail to us.

ELLIOTT
ADDRESSING MACHINE CO.
147 Albany St., Cambridge, Mass.

The Writing Proclaims the Man

You have but to see the crisp-black writing of Higgins' Eternal Ink to realize why it is the choice of discriminating persons everywhere!

MADE ONLY BY
CHAS. M. HIGGINS & CO., 271 Ninth Street, Brooklyn, N. Y.

At all Dealers 10¢

HIGGINS' Eternal black writing Ink

JET BLACK - NEVER FADES - PROOF AGAINST CHEMICALS
For Steel Pens & Fountain Pens

BECOME AN EXPERT
ACCOUNTANT

Executive Accountants and C. P. A.'s earn $8,000 to $10,000 a year. Thousands of firms need them. Only 9,000 Certified Public Accountants in the United States. We train you thoroly at home in spare time for C.P.A. examinations or executive accounting positions. Previous experience unnecessary. Training under the personal supervision of William B. Castenholz, A. M., C. P. A., and a large staff of C. P. A.'s, including members of the American Institute of Accountants. Write for free book, "Accountancy, the Profession that Pays."

LaSalle Extension University, Dept. 852-H, Chicago
The World's Largest Business Training Institution

Cuticura
SOAP
and OINTMENT
World Famous Skin and Hair Beautifiers

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

the bottom, and there create merciless and unexpected havoc.

Aviators find great amusement in the idea.

The sudden importance of the airplane in naval strategy has brought about an interesting change in battle-ship design.

It became necessary for constructors to find a place to shelter and launch a brood of war birds.

The crowded decks were not spacious enough for a landing-place for wheeled planes. So aircraft were mounted on pontoons, the pontoon locked on a carriage, and the carriage set on a runway, in just such an arrangement as the early Romans used to fling beams, boulders, and other heavy compliments at their foes.

With the Romans it was a simple problem. But with 3,500 pounds of costly airplane and two expensively trained flyers as a projectile, the Navy couldn't afford to get too rough.

"Being shot from a catapult looks like a more formidable undertaking than it really is," a senior flight-pilot officer told me.

The air catapult, when fired, gives a giant sigh, similar to that unforgetable sound of a big shell rushing close overhead. When it flings a plane athwarts in heavy weather the pilot has to watch sharp that he does not give the let-go signal when the runway is tilted downward. Else he could easily be plunked into the water.

But airplanes widely extend the effectiveness of a ship. They enable the battle-ship to shoot further and more accurately by correcting fire when shells splash out of sight of the ship.

CHECKING YOUR SPEEDOMETER WITH A CLOCK

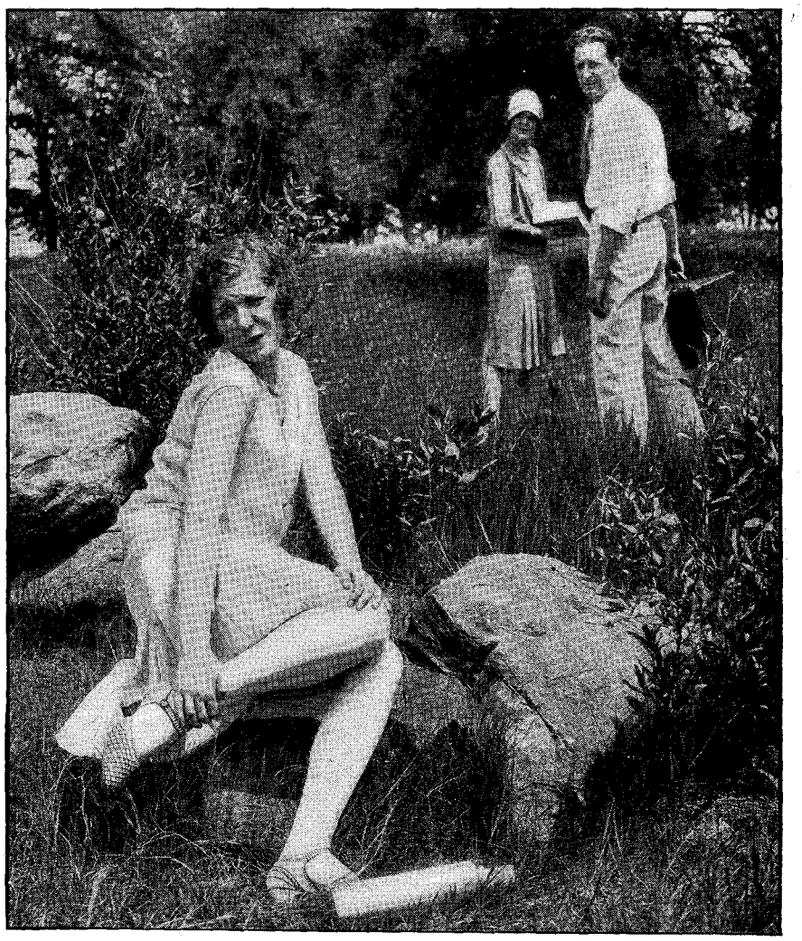
THROW away your speedometer and buy a clock. It is not how fast you are going that counts. It is how soon you reach your destination, we learn from a copyrighted article by William Ullman for Ullman Feature Service of Washington. Reading on we discover with surprize that an automobile of the present, traveling at forty miles an hour, covers a given distance in less time than an older model moving at the same speed. In explanation Mr. Ullman writes:

An especially keen engineering observer of the traffic tide declares that, entirely apart from the fact that they have a higher speed range, to-day's automobiles are faster than their predecessors. "Everything they do, they do faster," he sums up the case tersely.

Paradoxical as it sounds, the motorist who once limited his speed to forty miles an hour can keep the same arbitrary limit to-day and still make better time. In other words, traveling between two points, say 100 miles apart, and never allowing his top speed to get higher than forty miles an hour, he would reach his destination more rapidly to-day than he did four or five years ago.

In that earlier time the driver invariably had to make allowance for a longer stopping distance, for the reason that it took him longer to stop. Likewise, after each of these stops or intervals of slowing down, it took longer to get back to the forty-mile-an-hour top speed. As compared with to-day's automobile that time counted against the earlier machine.

Considered from the standpoint of better



BE PREPARED
-take along Absorbine, Jr.

OFF for an outing—miles from home—suddenly a fall bringing painful sprains and bruises—the day is spoiled! No, it need not be if you use Absorbine, Jr. Rub it on full strength at once. It will reduce swelling; draw out inflammation. Absorbine, Jr. is antiseptic. When used full strength it eliminates the danger of infection in cuts, skin bruises, wounds and abrasions. For prompt relief use Absorbine, Jr. on wrenches, muscular aches, sunburn, insect bites and burns. Keep a bottle in the car. It is a reliable first aid—easy to use, and does not stain the skin.

At All Druggists, $1.25 *Send for Free Trial Bottle*

W. F. YOUNG, INC.
Springfield, Mass.

To Relieve Sunburn
Splash on Absorbine, Jr. to take out the burn. It leaves the tan.

To Heal Children's Hurts
Use Absorbine, Jr. full strength. It is soothing and antiseptic.

Absorbine Jr.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Dont Be a Fool, Jim— How Can Shorthand Ever Win You Promotion?

"That's What My Friends Said Nine Weeks Ago. But My Success Has Made Them Change Their Minds."

"PERHAPS it just was a 'hunch.' Whatever it was, it marked the turning point of my career. "When I saw the Speedwriting advertissment, I mailed the coupon. I read their booklet and decided to enroll. Even my best friend couldn't see it. 'Why it's ridiculous,' he said. 'What good will shorthand be to you, anyway? Only stenographers ever use it! Forget it!' But, instead, I enrolled. The very first evening I mastered the principles of Speedwriting. In five weeks I was a proficient Speedwriter.

A $25 Raise in 5 Weeks

"One day, the manager called me into his office. 'Brown, can you write shorthand?'

" 'Yes, Sir.'

" 'H-m-m, would you like to be my assistant—sort of executive secretary?'

" 'Would I—ASK ME!'

"That was a month ago. Yesterday I received another $10.00 raise—making just $25.00 a week more since I've had my position. And all because I could write shorthand."

FREE Book Gives Details

Thousands of men and women have found Speedwriting a short cut to a better position and a larger income. What Speedwriting has done for them it can do for YOU! Our FREE book tells how you can become a proficient Speedwriter in a few weeks—how you can win promotion and more pay. Send for it *TO-DAY!*

Learn to Typewrite the *Speedtyping* Way — New Speedtyping course quickly qualifies you as expert typist. Details FREE

SPEEDWRITING, INC.
Dept. BL-1252 200 Madison Ave. New York, N. Y.

Speedwriting COUPON

SPEEDWRITING, Inc., Dept. BL-1252, 200 Madison Ave., New York, N. Y.

Gentlemen:
Without obligation, please send me your Free Book and full details about Speedwriting, the new, natural shorthand.

Name.....
Address.....
City..... State.....
( ) Speedwriting ( ) Speedtyping

USE **JOHNSON'S FOOT SOAP**

THE 60TH ANNIVERSARY

ACTS LIKE MAGIC ON TIRED, TENDER SMARTING PERSPIRING FEET

AT ALL DRUGGISTS

Clark's Famous Cruises

MEDITERRANEAN CRUISE Jan. 29 $600—$1750

New S. S. "Transylvania", 66 days, Madeira, Canary Islands, Morocco, Spain, Greece, Palestine, Egypt, Italy, etc. Hotels, fees, drives, etc., included.

Frank C. Clark, Times Bldg., N.Y.

KINDERGARTEN AND PRIMARY

TRAINING—35th yr. Accredited—progressive. 3 yr. diploma. Student residence. Opens Sept. 16. Address Registrar for Bulletin. CHICAGO TEACHERS COLLEGE, Dept. 11, 504 Wrightwood Ave., Chicago.

COMMERCIAL ART

Advertising Art, Layout, Lettering, Design, Pen and Ink, Poster, Color, also Fashions & Int. Decoration. Graduates placed. Individual Progress. Day, Eve., or Home Study. Dept. LDC

COMMERCIAL ART SCHOOL, 116 S. Michigan Ave., Chicago

Chicago TECH College

DRAFTING—ENGINEERING
ARCHITECTURE—ELECTRICITY

26th yr. 2-yr. diploma, 3-yr. B.S. Degree; short courses. Enter any time. Earn while learning. Graduates everywhere. Athletics. Free 80-page "Blue Book". Dept. K-92, Chicago Tech. Bldg., 118 East 26th Street, CHICAGO.

STARRETT SCHOOL FOR GIRLS

Fully accredited. 46th year. Academic, College Preparatory, Junior College and Special Courses. Music conservatory. Free catalog, Book of Views.

Box 42—4515 Drexel Boulevard, Chicago

Health-Care of the Baby

By LOUIS FISCHER, M.D.

A classic for the nursery and the home.

The seventeenth edition (260th Thousand) of this work comes of a naturally increased demand which caused Dr. Fischer to completely revise it. Airing, bathing, clothing, and dieting are considered. With a new chapter on Ultra Violet Rays, and Vita Glass.

12mo. Cloth. 267 pages. $1, net; $1.10, post-paid.

Funk & Wagnalls Company, 354 Fourth Ave., New York

MOTORING AND AVIATION
Continued

acceleration and the correspondingly improved deceleration that has been a natural coincidental development, the point is made that every one uses the higher speed of to-day's automobiles. Yet, because he thinks of speed in terms of so-many-miles-per-hour, many a motor-car owner does not realize that "greater speed" has more than one meaning.

"What good are those seventy and eighty mile speeds?" is a question that is heard from a considerable number of motor-car buyers. Answering their own query, they go on to point out that such speeds are "dangerous, illegal, foolhardy," and a number of other things.

But, are they?

The answer must be in the affirmative if one means that these ultra-high passenger-car speeds are to be used in highway driving as it is to-day. The engineer, however, will deny that they are purposeless, because he has clearly in mind the fact that, even tho one does not travel eighty miles an hour, if his car can attain that speed, it possesses a capability of lightning-like action which in emergency is a tremendous asset.

Against what the engineer regards as the irrational view of speed—the one that contemplates only pushing the speedometer up to the seventy-five-mile post—he offers a perspective of it which involves covering a certain amount of space within a given time. The faster that space is traversed, the greater the speed.

For substantiation of this view of modern motor-car speeds, the skeptic is advised to look around him. If he takes his stand on any one of a thousand busy corners in the country, he will see the difference—one aspect of it, at least—in a few minutes. It will be revealed emphatically in the difference between the get-away of the new car and the old. Recourse to the explanation that the new car is in better condition can not stand the test of close scrutiny. It is a matter of greater power and speed, better power transmission, improved carburation, snappier, smoother ignition and many other similar improvements. It is speed, tho neither car may exceed twenty-five miles an hour in the race.

On the open road it is this same speed that "permits slowing down until the way is clear to be followed by a snappy dash around the car dallying along in front," says the writer as he goes on:

That identical speed shows itself elsewhere. On hills, for instance. The motorist willing to give the modern automobile its just desert can not deny that, in contrast with the car of a few years ago, it is marvelously improved as to hill-climbing. The latter, so often starving for fuel, carbon-choked, losing compression through every valve, was prone to lose speed the instant the ascent began. To-day, above these frailties, the car takes the challenge of the hill with a figurative laugh. Its ability in this respect shows up on the clock at the end of the trip. That's speed!

Stopping also is speed in the case of the modern car. It is a form of speed that, in many quarters, is abused. That, however, does not change the fact that the average motorist saves himself a lot of time by being able to come to a halt from a high speed in less than half the distance and half the time that formerly was required.

Eat and Be Well!

A condensed set of health rules—many of which may be easily followed right in your own home, or while traveling. You will find in this little book a wealth of information about food elements and their relation to physical welfare.

CONTROL YOUR WEIGHT WITHOUT DRUGS OR TIRESOME EXERCISES

Effective weight control diets, acid and bland diets, laxative and blood-building diets, and diets used in the correction of various chronic maladies. This book is for FREE circulation. Not a mail order advertisement. Name and address on card will bring it without cost or obligation.

Health Extension Bureau
64 Good Health Bldg., Battle Creek, Mich.

Scott's Creeping Bent for Perfect Lawns!

Sod in six weeks. A rich, velvety stretch of lawn that chokes out weeds before they can grow! A deep, thick, uniform turf that's everlasting and that makes your home a beauty spot.

The New Super Lawn

Instead of sowing seed, you plant stolons or the chopped grass—and in a few weeks you have a luxuriant lawn like the deep green pile of a Turkish carpet. Read all about this unusual grass in our illustrated booklet "Bent Lawns." Mailed on request. Fall is the best time to plant.

O. M. SCOTT & SONS CO.
559 Main Street, Marysville, Ohio

HOW WOMEN CAN MAKE Money AT HOME

By Mae Savel Croy (Mrs. Homer Croy)

Practical ways for women in a large city, small town or the country, regardless of age, social position or special training, to add to income without investing money. Tells what to do, What to avoid, etc.

Cloth. 304 pages. $2.00; $2.14, post-paid. At all booksellers or direct from

Funk & Wagnalls Company, Publishers, 354 Fourth Ave., New York

THEY KNEW JESUS

By EDWIN MOORE MARTIN

Brilliant narrative sermons in which John the Baptist, Nicodemus, Peter, Paul, Judas, Pilate, and others are made to tell of their own lives and associations with Christ just as they themselves might have written these experiences.

Crown 8vo., Cloth. $2.50, net; $2.64, post-paid.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York, N. Y.

The New Industrial Revolution and Wages By W. Jett Lauck, Former Professor of Economics and Politics, Washington and Lee University; Secretary Former National War Labor Board.

A business-like study of the radical changes in American theory and practice which have come in since the World War and created the present era of prosperity. It brings to light the revolutionary changes in the fundamental attitude of industrial leaders, capitalists, students, publicists and members of adjustment agencies toward wage principles and standards. It gives the sanctions for changes developed through judicial or official agencies, states the extent to which the new productivity principle of wage determination has been applied and analyzes the results. The only book on the subject published.

Crown 8vo. Cloth. 317 pp. $2.50; by mail, $2.64.

Funk & Wagnalls Company, Publishers, 354-360 Fourth Ave., N. Y.

THE ETHICS OF MARRIAGE

By H. S. Pomeroy, M. D.

For every father, mother and sweethea t. Gives advice on courtship and the proper preparation for marriage; and offers suggestions for the fulfillment of the marriage bond. It is written by an experienced physician who handles the most delicate phases of the subject with the utmost directness, yet with perfect propriety.

12mo. Cloth, 192 pages. $1.25, net; $1.35, post-paid.

Funk & Wagnalls Company, 354 Fourth Avenue, New York, N. Y.

The Gospel Message In Great Poems

By Rev. Walter R. Gobrecht

In this volume, beautiful poetry and Biblical texts are used to provide sermons of an unusually striking and effective character. Ministers and laymen will find these sermons inspiring, convincing, and satisfying.

12mo. Cloth. $2.00, net; $2.14 post-paid.

Funk & Wagnalls Company, Publishers, 354 Fourth Ave., New York

Common American and European Insects

A handy pocket size book containing 127 illustrations in colors true to life. Also gives both the common and scientific name. Most helpful in school classes and to amateur fruit, vegetable and flower gardeners, farmers and all interested in the wonders of insect life. Prepared under supervision of William Beutenmiller, Curator of Museum of Natural History of New York.

Only 32 cents, Post-paid

Funk & Wagnalls Company, 354 Fourth Ave., N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SCIENCE AND INVENTION
Continued

WHEN THERE WAS NO WEATHER

THE alterations of temperature and moisture and atmospheric circulation that we call weather are very recent on earth, we are told by E. E. Free and Travis Hoke, in their book entitled "Weather: Practical, Dramatic and Spectacular Facts About a Little Studied Subject." There was a time, millions of years ago, when the world had none of it. The fact that we have weather now, they say, is really the most remarkable thing about it. This is how they put it:

The earth is very old and its present state is not the normal one. For a million years or more of the immediate past the planet happens to have been stormy. Rains and winds have been belaboring it; hot spells and cold spells have chased each other across its face; thunder and lightning have been incessant. That is the only kind of world man knows. Man imagines, therefore, that weather is a necessary evil.

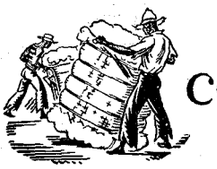
It is not. A million years is but a transient fever in the billions of years of earth history. The present chills and spasms of weather are exceptional. For more than nine-tenths of the earth's lifetime there seems to have been no such thing as weather. Every day was the same as every other day, and all the years alike.

Scattered through the rocks of the earth's crust geologists find fossils of animals and plants which lived millions of years ago. From these something can be read of the climates of the different eras. There were long ages for which these fossils record pleasant, palm-dotted lands from the equator almost to the poles. During hundreds of millions of years there is no trace of cold or snow or storms. Gentle rains fell, perhaps, at the same hour each day; pleasant breezes blew; mild changes of temperature came and went with the well-behaved seasons. If the great dinosaurs, who enjoyed their best days during one of these pleasant, weatherless periods, had felt the need of almanacs they could have written down their weather forecasts a thousand years in advance, for the sunshine and showers of those days were dependable enough to be forgotten.

That things are different nowadays is due chiefly to the wrinkles on the earth's face; the wrinkles called mountains and ocean basins and continents. These wrinkles are very tiny in comparison with the size of the whole planet; about in the same proportion as invisible pin scratches on a billiard ball. But they are enough to create vast movements of the thin film of water called the sea and of the slightly thicker film of air called the atmosphere. These movements cause weather.

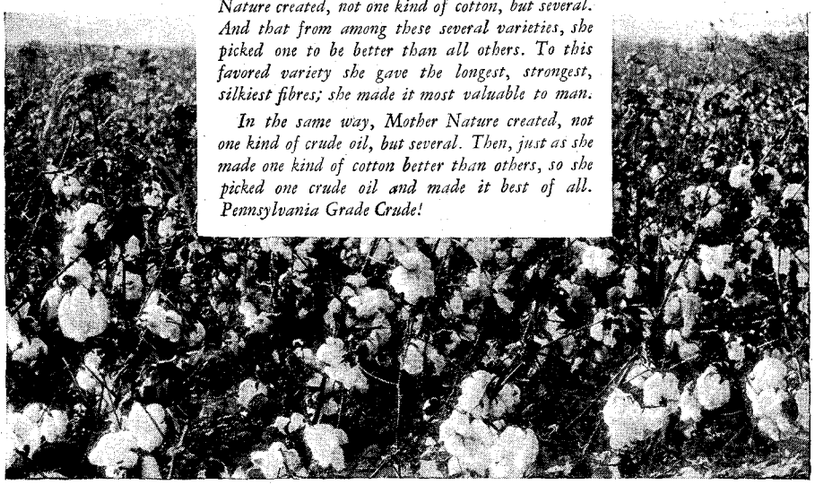
Almost everything that happens on earth, even life and death, is driven and managed by sunlight. If the sunlight fell on a uniform, world-wide sea it would warm all of it much alike. Living creatures might inhabit it; indeed creatures have lived in such wide-spread seas in the earth's past, but they would be everywhere much the same. Similarly, if the sunlight found only a uniform continent, a single featureless plain covering the entire earth, there would be small diversity either of weather or life.

How Mother Nature picked cotton



To most of us, cotton is just cotton. But cotton growers know differently. They know that Mother Nature created, not one kind of cotton, but several. And that from among these several varieties, she picked one to be better than all others. To this favored variety she gave the longest, strongest, silkiest fibres; she made it most valuable to man.

In the same way, Mother Nature created, not one kind of crude oil, but several. Then, just as she made one kind of cotton better than others, so she picked one crude oil and made it best of all. Pennsylvania Grade Crude!



PENNSYLVANIA GRADE
—chosen by Nature to be "The finest crude oil in the world"

Mother Nature made this one crude oil of finer materials—unsullied by tar, asphalt and sulphur compounds. She made it richer, far richer in lubricating value.

With such a headstart in quality, it is not surprising that, given proper refining, Pennsylvania Grade Crude yields the finest lubricating oils known to man. Oils that are longer-lived, that will not break down under the sustained heat of modern machinery. Use these oils in automobile, airplane or motor boat engine, in locomotive, turbine or stationary machinery—use them for the most difficult lubricating jobs—in every case, they will give better service, and far longer service.

In an automobile motor, these lubricants give, under normal conditions, at least 1,000 miles of super-lubrication to a filling. They effect a better piston seal, give greater power, reduce dilution, minimize gasoline consumption, and greatly prolong the life of your motor.

The emblem shown below appears on many different brands of oil, along with the maker's individual brand or trade mark. This emblem is your proof that the oil is made from 100% pure Pennsylvania Grade Crude Oil. The individual brand or trade mark is your assurance of careful refining. © 1929, P.G.C.O.A.

This emblem guarantees the quality of the crude oil—the maker's individual brand guarantees the quality of the finished product

Guaranteed 100% PURE PENNSYLVANIA OIL

THE HIGHEST GRADE CRUDE OIL IN THE WORLD

LIT. DIG. 8-10-29

PENNSYLVANIA GRADE CRUDE OIL ASSOCIATION
114 Center Street, Oil City, Pa.

Please send me the booklet, "$1,000 Worth of Information on Motor Oil."

Name_____

Address_____

City_____ State_____

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

INVESTMENTS AND FINANCE

DOUBTS ABOUT THE WAR-SETTLEMENT BANK

CRITICISM SOMEWHAT TONES DOWN the general praise of the reparations bank project, which at first was hailed as a stroke of American financial genius, and was accepted by the experts of the Paris Conference as a practical solution of the handling of international credits and payments under the Young plan of war settlements. The experts recommend establishment of a bank-of-banks, with two directors from each of the seven nations involved, representing their central banks, or, as in the case of the United States, directors of financial standing acceptable to other members. Pending formal approval of the Young plan as substitute for the Dawes plan by a conference of government representatives, Secretary of State Stimson reiterates the Administration's distinction between reparations and war debts to us, maintains that reparations constitute a purely European problem, and he bans officials of our Federal Reserve System from serving either directly or indirectly as members of the proposed International Bank. Mr. Thomas W. Lamont, of J. P. Morgan and Company, one of our "unofficial" delegates to the Paris Conference of experts, issues a statement pointing out that the Young plan provides for American membership in the directorate of the bank without government approval, and in *World Trade*, official organ of the International Chamber of Commerce which has endorsed the project, he forecasts a new type of financial service and stabilization of world credit, which such an institution may develop beyond the immediate handling of reparations payments. While the super-bank idea "catches on" with many American papers, doubts that the bank could free itself from the politics of various nationalistic government policies find expression here and there.

Under the title "A Rising Tide of Doubt," the New York *Journal of Commerce* quotes several English financial journals like the London *Bankers Magazine* and the London *Economist*, which emphasize possible losses of present banking prestige, perhaps a monopoly of gold supply, and inevitably pressure of government politics, among factors which call for reserved judgment, and possible modifications of the plan. Such references follow the earlier warning by *The Journal of Commerce* that—

> The tasks assigned to the bank or those that may conceivably fall to its lot are of a character that might be subject to serious abuse if nationalistic political considerations were permitted to influence the acts of the directors.
>
> In spite of assertions to the contrary, dangers on this score are great since the heads of the various central banks who will be in control can not be considered to be emancipated from political allegiance to their respective governments. The United States, in any case, is well aware that policies that might suit both the financial and political aims of European countries might be diametrically opposed to our domestic interests. We can protect those interests better by refusing participation than by conceding a representation that would leave one American to face a company of European bankers.
>
> Of course the end will not be gained should the Administration refuse official recognition only to suffer private interests to commit the Reserve banks to policies that they may not directly assist to develop.

There is "much to be said for the idea even if such a bank does not prove to be the colossal money-maker which its German advocates assumed," according to *The Wall Street Journal*, which says in part:

> It would, of course, simplify the handling of the German reparations and in no short time would probably be entrusted with the necessary financial duties connected with the Allied debts. It is to be remembered that the Allies owe money to each other as well as to ourselves.

But if only politics can be kept out of the organization there is a useful field for what might be called a central bank of central banks. It need not take away any business from the Bank of England, the Bank of France, the German Reichsbank, or our own Federal Reserve System. In matters of foreign exchange it might well become a great convenience. Sir Josiah Stamp, an economist who really knows what he is talking about, suggests that such a bank might in time become a central depository of gold and save many costly and needless transfers by land and sea.

What really good reason is there for denying ourselves representation on the directing board of such an institution? Such a representation would not commit us like membership of a World Court, to say nothing of the League of Nations. Most of us are just as much opposed to entangling alliances as George Washington was, but we can not ignore our own foreign trade and the foreign exchange which it creates. We should certainly have a voice in the management of an institution which may well become the greatest merchant in foreign exchange the world has ever seen.

Since there is more internationalism in the bank proposition than one can grasp at first thought, the Springfield *Republican* is not surprized at the wariness of the Hoover Administration in dealing with it so great a conception 'must be approached with a pair of tongs." Prudence of the Administration seems commendable to the Hartford *Courant*, which says:

> It perhaps will have its hands full in persuading Congress to consent to the reduction of the United States' claims against Germany on account of the armies of occupation, and to the payment of these claims through the International Bank, without attempting to convince it of an economic fact which it long ago decided not to recognize. Yet recognition can not long be avoided. Sooner or later the Federal Reserve Bank will be called upon to do business with the International Bank, and sooner or later the Government itself seems bound to have dealings with it. The American delegates have their eyes fixt on the future. The Administration has them properly fixt on the political situation to be met at the moment.

The Baltimore *Sun* concludes that "it will be unfortunate if so promising a plan is left to the sole advocacy of bankers who, however able, lack, for various reasons, united confidence in their disinterestedness," and the Cleveland *Plain Dealer* reminds us that "the experiences of the last few years, and particularly of the last few months, have indicated to what degree the credit problem is international," adding:

> The Federal Reserve System has felt the necessity of weighing carefully the effects of its policies both upon the domestic situation and upon conditions abroad. Its officers, it is pretty clear, have arrived at many important decisions in counsel with representatives of the central banks of Europe.

But "we are already in the International Bank, like it or no," asserts the Cincinnati *Enquirer:*

> Even tho the Government may pretend to a complete lack of interest, the fact remains that the greatest industrial and financial Power in the world can not absent itself from the common consideration of world economic and financial problems. Whether our participation is official or unofficial is a matter of slight consequence to other nations, but it is important to us, and if the Federal Government adheres to the Stimson announcement, it will find itself without adequate control of the policies of American representatives.
>
> In a word, we are inevitably drawn into this new mechanism for the solution of world economic ills, and it is up to our Government to protect the interests of the American people in the international financial structure.

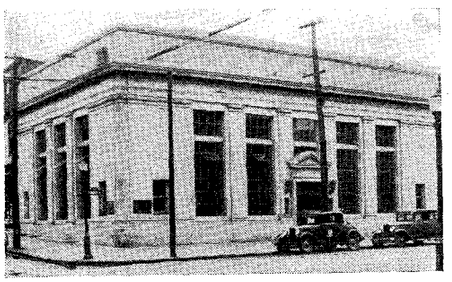
Protection of vast American interests is also vigorously emphasized by the Portland *Oregonian*, in saying:

> The suggestion that individual bankers not responsible to the Government represent this nation will be intolerable to that

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"Already, this school teacher has $20,000 invested in good, solid securities"

AL K. THOMAS, President, East End Trust Co., Harrisburg, Pa. formerly Treasurer of the Pennsylvania State Bankers' Association, and Secretary of the Harrisburg Clearing House is well known for the warm personal interest he has taken in helping hundreds of men and women on the road to financial independence.



The modern bank building of the East End Trust Co., of Harrisburg, Pa., of which Mr. Thomas is president.

Al K. Thomas, President of the East End Trust Co., Harrisburg, Pa., tells how a young woman came to him for advice ten years ago—and how she used his counsel.

"IT must have been about ten years ago that Miss L..... first came to me for help," said Mr. Thomas. "She was a school-teacher, and she wanted to have enough laid by against the time when she was ready to quit work.

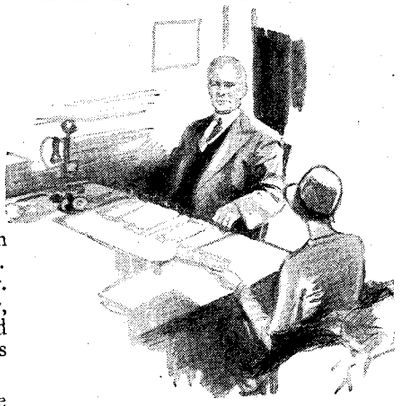
"We talked about how much she could afford to set aside systematically, how she was to invest her money. I worked out for her a definite plan of investing, always based on good, sound securities—she isn't the sort of woman who wants to speculate and risk her principal.

"Miss L..... has been investing steadily for these last ten years, and already by persistent saving and reinvesting, she has $20,000 in good sound securities, all of which I have recommended to her. She says she won't buy anything unless I approve of it. She is still busy saving. When she is ready to quit teaching, she can.

"Miss L..... is one of many young women, most of them school teachers, who come to me regularly for investing advice, and who have worked out with my help, a systematic plan of investing. Of course, while I can help them by seeing that they invest their money wisely and safely, their own thrift is what counts. But these young women are willing to make the effort and stick to a systematic plan of safe investing."

* * * *

Prominent bankers in hundreds of communities are giving depositors in their banks the benefit of their well-rounded knowledge of safe securities. Like Mr. Thomas, they feel a very deep responsibility toward



"I worked out for her a definite plan of investing, based on good, sound securities."

the men and women whom they advise on investments. That is why they recommend, above everything else, safety as a first principle of investing.

Good yield, of course, they regard as important, yet always only after safety of principal has been properly judged. Indeed, the average investor can do nothing wiser than go to his own banker, or a high grade investment banker, for advice.

In hundreds of communities, bankers have chosen from Straus offerings for recommendation to their depositors and for purchase for their own bank reserves. Among Straus offerings are bonds of widely diversified types, real estate mortgage, railway, municipal, public utility, and foreign bonds.

* * * *

Send for this booklet—As a help to all who are interested in studying the principles of sound investment, S. W. Straus & Co. has prepared an interesting, easy-to-understand booklet, "How to Invest Money." Every person seriously concerned in safeguarding his future should own a copy of this booklet. It will be sent without charge. Write for Booklet GG-1012 or fill in the coupon below.

ESTABLISHED 1882 **S. W. STRAUS & CO.** INCORPORATED

STRAUS BUILDINGS ... *In New York,* 565 Fifth Ave., *In Chicago,* Michigan Ave. at Jackson Blvd., *In San Francisco,* 79 Post St.

Gentlemen: Please send me, without obligation, a copy of Booklet GG-1012, "How To Invest Money."

*Name*_____

©1929, by S.W. Straus & Co. *Address*_____ *City*_____

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Metropolitan Chicago produces more steel than all of England. The 800 pounds of steel per person per year used in this country comes largely from this *youngest* large metropolitan center.

PUBLIC SERVICE COMPANY
OF NORTHERN ILLINOIS
General Offices:
72 West Adams Street, Chicago

Supplying Electricity and Gas to 6,000 square miles, including the Metropolitan Area into which Chicago is growing.

CREATIVE WRITING
A Guide For Those Who Aspire To Authorship
By William Webster Ellsworth

The former president of the Century Company tells what his long experience as a publisher taught him about the things that make for success in literary work. He analyzes the success of more than ninety authors; covers the question of college training and the occupations that help toward authorship; etc.

"A text-book for the would-be writer, a fascinating collection of facts about writers for the man who has no notion of becoming a writer, and a valuable book for anybody's reading."—*Boston Globe.*

Cloth. $2.00; by mail, $2.14.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

Earn Money During Vacation

The Literary Digest requires subscription canvassing representatives in every community. Good commission. Profitable opportunity for teachers, students, and others having spare time for easy work. Communicate at once with The Literary Digest, Dept. D, 354 Fourth Ave., New York City.

INVESTMENTS AND FINANCE
Continued

dread of centralized financial power which has caused the American people to overthrow two central banks and to insist that we should have twelve Federal Reserve banks instead of one under government control. The International Bank will be a sort of financial league of nations. It will be a formal recognition of the close financial interdependence of nations. Safety of American interests does not permit it to exist without participation of the United States Government along with other governments in its control. The isolationist Senators would better open their mental eyes.

Mindful that "the Federal Reserve banks are not governmental institutions," the Chicago *Daily News* maintains that—

Some way is certain to be found by them to arrange for informal participation of American banking interests in the determination of the policies of the International Bank. "Bootleg participation" is not exactly dignified or worthy of the United States, and it can not endure.

HOW TO DIVERSIFY

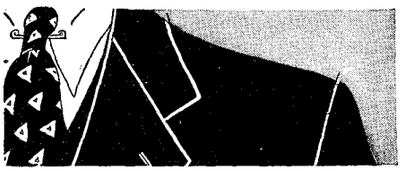
INVESTMENT experts are always telling investors that they ought to diversify. Some one might like to know just how best to do this. And while George T. Hughes says this question can not be answered exactly, since "something depends on the phase of the cycle in which the purchase is made, and a good deal upon the situation of the individual investor," he is, nevertheless, willing to offer these suggestions in one of his Consolidated Press financial dispatches:

Perhaps as a basis on which to work, we may say 40 per cent in bonds, 40 per cent. in common stocks, and 20 per cent. in preferred stocks. The bonds would include mortgages and other fixt interest, bearing obligations, and the common stocks would, of course, be representative of as many different industries as the size of the fund would allow. Probably, also, the larger the capital the larger the sum that could profitably be used to buy stocks. The small investor would have to be more conservative and incline to the bonds.

The preferred stock is a compromise. It partakes of the nature of the bond in that it has a claim on earnings prior to that of the common stock, of the nature of the stock in that dividends are payable in the discretion of the directors.

Just now, when common stocks are selling at peak prices, it is not easy to make selections, but in a general way those groups should be favored which are not objects of extravagant speculation at the time the purchase is made.

At the start, at least, the preference should be given to the shares of the leading unit in the industry. This is not hard to determine. For instance, U. S. Steel takes that place among steel stocks, and General Motors among automobile shares. In bonds, it would be better to take issues selling at a discount instead of those selling at a premium or around par. The discount bond has the better chance of appreciation in the event of a fall in money rates.



AFRAID TO WEAR A DARK SUIT?

Yes . . . dandruff *can* be checked

Pine tar and cleanliness check dandruff. This sounds simple, but science and millions of men have proved it. The following treatment, combining both remedies, has been recommended by physicians for over 60 years:

Wet your hair. Massage rich, tonic pine-tar lather of Packer's Tar Soap well into scalp. Rinse. Again lather, massage and rinse thoroughly. Rinse finally with cold water to close the scalp pores. Then dry.

In severe cases, do this every other day until scalp clears up. In milder cases, every 4 or 5 days. To prevent recurrence, keep up *regular* weekly Packer shampoos.

Packer's relieves many itchy or scaly skin diseases, too. Send 10¢ for sample cake and hair-care book. PACKER'S, Dept. 4-H, 101 W. 31st St., New York.

Instead of this:

Send 10¢ for sample of

PACKER'S Tar Soap

(National Health Series)
Diabetes and Its Treatment
By Frederick M. Allen, M.D., Director, The Physiatric Institute, Morristown, New Jersey

How to avoid diabetes and Bright's disease, and how to modify the diet and habits in actual cases of kidney trouble.

16mo, Flexible Fabrikoid. 80c net; by mail, 85c.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., New York

National Health Series
MOUTH CARE OF THE TEETH
BY HARVEY J. BURKHARDT, D.D.S.
Director, Dental Dispensary, Rochester, New York

Facts about Pyorrhea, Bleeding Gums, Gum-boils, Straightening teeth, Fillings, Crowns, Bridge-work, Artificial Teeth, broken or fractured teeth, tartar, toothpastes, diseased tonsils and glands. Advice to expectant mothers. Extractions—when unnecessary, etc. *Size, 4 x 6 inches. Bookstores, 30c. By mail postpaid, 35c.*

Funk & Wagnalls Company, Publishers, 354 Fourth Ave., New York

Shrines of the Great in Europe
By EDWIN ROBERT PETRE
Author of "When You Go to Europe"

The only handbook of its kind in existence—a unique tourist directory of the birthplaces, homes, story scenes, and working background of more than two thousand authors, painters, sculptors, musicians, dramatists, scientists, explorers, philosophers, and others—past and present. Arranged alphabetically for quick and easy reference; first by countries and cities; then alphabetically by names.

"It is a clever idea and well carried out . . . a little travel companion which may well bring enrichment to the traveler's days."—*New York Times Book Review.*

"An irresistibly, absorbingly interesting handbook, prepared with painstaking care by an enthusiast for his task."—*Hartford Courant.*

12mo, Fabrikoid, $2.00, net; $2.10, post-paid.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., New York

***Louis Diat,* Chef de Cuisine, The Ritz-Carlton Hotel, New York City, says:** "Exclusive, distinctive, and brimming with delicacies that unfortunately so seldom adorn the dining tables of American homes. 'The Blue Book of Cookery' is a charming text."

The Blue Book of Cookery
and Manual of House Management
By Isabel Cotton Smith. Introduction by Emily Post.

2000 Tested Recipes
Menus for All Seasons
Vegetarian Menus
Picnic Lunches
Afternoon Teas
Menus for Children
665 Pages, Indexed
Generously Illustrated

Crown 8vo. Washable Fabrikoid Binding, $2.50, net. Rich Dark Blue, Flexible Leather, with lettering and stamping in gold; gilt edged paper, $5, net. Postage, 18c extra. At all Bookstores, or from

Funk & Wagnalls Company, 354-360 Fourth Avenue, N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

NO WINTER THIS YEAR,

if you book for the

World Cruise

of the

Belgenland

—largest, finest liner that has ever circled the globe

Westward from New York, Dec. 20. Drop Winter out of the calendar? Yes—completely. Winter becomes only a myth if you reserve space on the giant **Red Star** liner **Belgenland** for her Sixth Annual World Cruise. She sails just as the old rascal is getting down to business, and returns around May 1st, well after his demise. The intervening 133 days are spent luxuriously aboard ship or rambling in strange places along the route. Congenial companions—excellent cuisine—complete change of scene—plenty of ozone and life-giving sunshine! Nothing to do but enjoy yourself to the full and come back home after 19 delightful weeks—thoroughly refreshed in mind and body—a brand-new person. Cruise operated by **Red Star Line** in co-operation with **American Express Co.** $1750 (up), including all expenses.

16-day **Cruises to the Mediterranean by White Star Line.** Sailing from New York: **S. S. Laurentic,** Jan. 9 and Feb. 27; **S. S. Adriatic,** Jan. 18 and March 8. First Class $695 (up); Tourist Third Cabin $420—both including complete shore programs.

11-day **Cruises to Havana, Nassau and Bermuda by Red Star Line.** Fortnightly sailings from New York by popular **Lapland:** Dec. 28; Jan. 11 and 25; Feb. 8 and 22; March 8. $175 (up).

For complete information, address No. 1 Broadway, New York; 180 No. Michigan Ave., Chicago; 460 Market St., San Francisco; our offices elsewhere, or authorized steamship agents.

RED STAR LINE
WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY

CURRENT EVENTS

FOREIGN

July 24.—Prime Minister MacDonald announces in the House of Commons that the British Government has suspended construction on five warcraft in token of its sincerity in seeking general disarmament.

A large Russian army is concentrated in front of Manchuli, a town at the western end of the Chinese Eastern Railway, while facing it, on Manchurian soil, is an army of 25,000 Chinese.

The Assembly of South Africa provides funds to establish a Minister at Washington.

July 25.—The voluntary imprisonment of the Popes in the Vatican ends when Pope Pius XI emerges from St. Peter's into the plaza before it, which is now part of the newly created Vatican State, and blesses a throng of 200,000 people.

Alexander Troianovsky, Soviet Ambassador to Japan, informs the Japanese Foreign Minister that Russia will insist on immediate annulment of all arbitrary measures the Chinese have taken concerning the Chinese Eastern Railway and immediate liberation of all Russian citizens who have been residents, before consenting to mediation.

Paris celebrates the twentieth anniversary of Louis Bleriot's flight from Calais to Dover, and honors him for the achievement.

July 26.—Premier Raymond Poincaré of France resigns.

The French Senate ratifies the Washington debt agreement, 242 to 30.

Sixty persons are reported killed by an earthquake which destroys most of the town of Moyurgo, Ecuador.

Thirteen men are killed in an explosion on the British cruiser *Devonshire*, engaged in target practise in the Eastern Mediterranean.

France wins the first two matches of the challenge round for the Davis cup from the United States, when Jean Borotra defeats George Lott, 6-1, 3-6, 6-4, 7-5, and Henri Cochet defeats William T. Tilden, 6-3, 6-1, 6-2.

July 27.—President Doumergue of France summons Aristide Briand to form a new ministry.

Representatives of thirty-two nations, including the United States, sitting at Geneva, sign a new code providing for more humane treatment of prisoners of war.

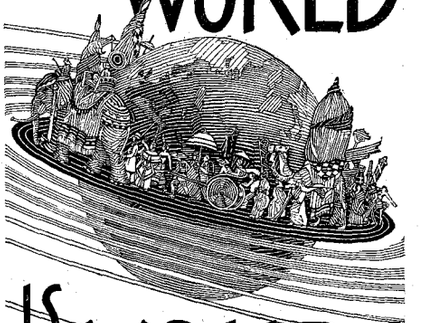
Wilmer Allison and John van Ryn, Americans, defeat Jean Borotra and Henri Cochet, French players, in the Davis Cup challenge doubles, 6-1, 8-6, 6-4.

July 28.—France retains the Davis Cup when Henri Cochet defeats George Lott, 6-1, 3-6, 6-0, 6-3. William T. Tilden defeats Jean Borotra, 4-6, 6-1, 6-4, 7-5.

July 29.—The Lancashire cotton industry in England, involving 500,000 workers, becomes involved in a general strike when the employees refuse to accept a 12½ per cent. wage reduction.

(*Continued on page 59*)

THE WORLD



IS YOURS

ITS MYSTERY AND ENCHANTMENT UNFOLD BEFORE YOU on

"The Voyage of Your Dreams"

NATIVE hawkers sell India's treasures for a song . . . chrysoprase and curios, silks and saris. Resist them if you can! See lantern-lit Hongkong . . . with sampans scooting around like mad in a heavenly harbor. Step into another world . . . through the portals of Peking's Hall of Harmony . . . where gold dragons writhe on flaming pillars. Abandon yourself to the hypnotic beauty of Waikiki . . . in Hawaii's flower scented air. 33 countries . . . more places than any other cruise. Over 38000 miles . . . a lifetime's experiences in 140 days. All the luxury and cool comfort of the

RESOLUTE QUEEN OF CRUISING STEAMERS

on its uniquely planned 7th Around the World Cruise. Sail eastward . . . from New York January 6th, 1930, arriving in every country at the ideal season. An extraordinary program of shore excursions included in the rates—$2000 and up.

Descriptive literature sent on request

Hamburg-American LINE
39 Broadway New York

209 Tremont Street, Boston; 177 N. Michigan Avenue, Chicago; 262 S. Broad Street, Philadelphia; 1026 Locust Street, St. Louis; 574 Market Street, San Francisco; 807 South Hill Street, Los Angeles; 614 St. James Street West, Montreal; 274 Main Street, Winnipeg; Adams Building, Edmonton. Or Local Tourist Agents

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE ▾ SPICE ▾ OF ▾ LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Nor Sitting in His Lap.—The dictaphone is a valuable asset in any office. It never takes a man's mind off his work by crossing its knees.—*Life.*

Ask Dad, He Knows.—The average American family consists of 4.1 persons, we read, and you have one guess, as to who constitutes the .1 person.—*Albany Knickerbocker Press.*

All Aboard the Lullaby Limited.—DOCTOR—"I will give you a local anesthetic if you think it necessary."

RAILROAD MAN—"Well, Doc, if it's going to hurt I reckon you had better cut out the local and run me through on a sleeper."—*Pennsylvania Farmer.*

In the Rough.—It was a hot, sultry session in the courts and the judge was thinking other than judicial thoughts.

Finally the lawyer said: "He claims his wife was intractable, your Honor, so he beat her into subjection with a golf club."

"How many strokes?" asked the judge absently.—*Boston Transcript.*

Be Able to Take 'Em or Leave 'Em Alone.—Dr. Frank H. Vizetelly, of dictionary fame, says there is really no harm in a split infinitive. That is probably so, but we doubt whether he would be willing to whole-heartedly and without reservations, except under the most unusual circumstances, and then only occasionally, approve of one like this. A speak-easy infinitive is after all better than one running wide open.—*Boston Herald.*

His Level Best.—KNIGHT OF THE ROAD—"Say, boy, your dog bit me on the ankle."

BOY—"Well, that's as high as he could reach. You wouldn't expect a little pup like that to bite you on the neck, would you?"—*Chicago Tribune.*

Raising the Ante.—The captain of a small trading vessel wanted to land some contraband at a certain port. Approaching the customs officer, he said: "Joe, if I put a ten-shilling note over each eye, could ye see?"

"I could not," said Joe. "And if I had one in me mouth I couldn't speak."—*Weekly Scotsman.*

Closer Fit.—

Our gratitude was far from small
As we received the hint;
A journal said it offered all
The news that's fit to print.

And yet times go from bad to worse.
What once was deemed "unfit"
The types in head-lines now rehearse—
It seems to make a hit!

—*Washington Star.*

Low Bridge!—

A little moonlight, now and then,
Will marry off the best of men.

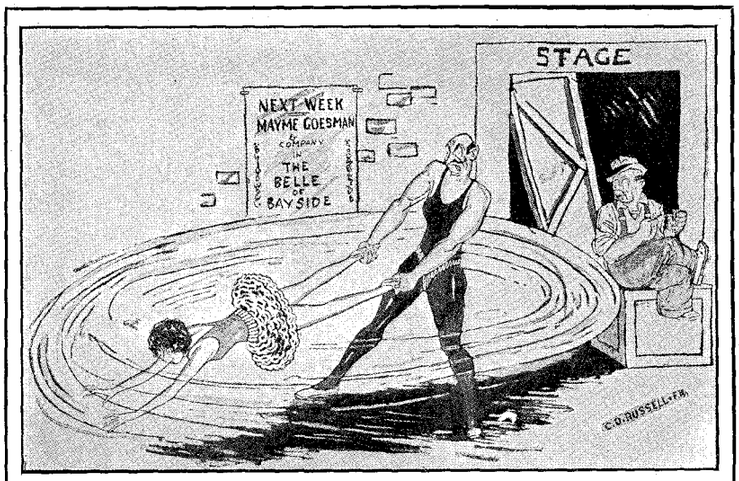
—*Albany Knickerbocker Press.*

Primrose Path.—"Did yer notice that Mrs. Binks 'as got a black heye?"

"Yus, it ain't respectable, 'er with 'er 'usband not out of prison for another week yet."—*Everybody's Weekly (London).*

Birth of a Bombshell.—"You are called as a witness of the quarrel between your friend and his wife. Were you present at the beginning of the trouble?"

"Certainly! I was a witness at their wedding."—*Ulk (Berlin).*



ADAGIO DANCER—What are you complaining about these summer rehearsals for? You get all the breeze. —*Judge.*

Joys of Travel.—There is a movement on foot to supplant the old-fashioned Pullman waiters with chic and pretty waitresses. You see, when the train lurches, some of the patrons would prefer to find something in their laps more attractive than a plate of soup.—*Boston Herald.*

Chance to Redeem Himself.—WRITER—"Here's the manuscript I offered you last year."

EDITOR—"Say, what's the idea of bringing that thing back here when I rejected it once?"

WRITER—"You've had a year's experience since then."—*Lafayette Lyre.*

Sure-Fire Playfulness.—One aspect of the new paper money issue has received too little attention. In your eagerness to acquire the bills, which for a time will be curious as something new, do not forget that in a month the current bills will become curious as something old and rare. Then you will be glad to possess some, will you not?

You do not positively have to turn the old bills in. Keep back a trunk full of $5, $10, $20, and $1,000 bills. In a few years you can exhibit them to astonish your friends. And your children will appreciate having something unique to play with.—*Detroit News.*

SLIPS THAT PASS IN THE NIGHT

Popular Partner.—Make Your Table Reservations for Final Supper Dance with Head Waiter.—*Hotel ad in a Calgary Paper.*

Cops' Paradise.—Canterbury, England.—This ancient cathedral city has 24,000 inhabitants but only 35,000 policemen.—*Fort Smith (Ark.) paper.*

Sympathetic Soul.—

DRY AGENTS' WOUNDS
FATAL TO BOOTLEGGER

—*Wichita Eagle.*

Not Particular.—Englishman, driving Coast, will take gentleman passenger or salesman. Share expense.—*Ad in the New York Times.*

Try a Sundae.—Fast, Clean Service in a cool store. Paris Green, Lead Arsenate, Calcium Arsenate, Vitriol.—*Circular of a Powell (Wyo.) drug store.*

Give Him the Mug.—W. F. Griffiths' radio store in Olcott square will award a silver cup, July 15, to the person having caught the largest fish. Thus far, Robert Liddy is leading, having captured a brown trout measuring 22 feet, 4 inches.—*Bernardsville paper.*

Kicking Over the Hour-glass.—Father Time was rebuffed here in the annual Father-Son race when Dr. O. R Austin, veteran physician, met the challenge of youth and defeated his 244-year-old son, Harold, in the 50-yard sprint race.—*Meridan (Miss.) paper.*

No Mustard ?

Strawberry Shortcake, Serving Four
1 cup cooked green beans.
½ cup diced celery.
2 hard-cooked eggs, diced or sliced.
1 tablespoon chopped onion.
½ teaspoon salt.
¼ teaspoon paprika.
¼ cup salad dressing.

Mix and chill the ingredients and serve in lettuce leaves.—*New Haven Register.*

Plenty Washee Plenty Talkee You Bet.—

YEN HO TECK LAUNDRY

A special class washerman on board and giving a certificate means only permited one's own washing all kinds of silk o woolen Clothes with the highly skilful hands as dry, water, Chemistry, any proper ways, Can be made the gentlemer and ladies have a satisfactory use two o three days which during in the short stayin without a longtime when require hurry. And believe that the above BUREAU responsible for any illegality on doubtfully

House No. 83, Tai Hsi Chen, Tsingtao.

—*Chinese business card forwarded to us by a Naval officer's wife.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT EVENTS

Continued from page 57

The Chinese Nationalist Government has decided to submit its dispute with Russia to the League of Nations, if necessary, it is semi-officially announced.

Mohammedans are reported to have massacred 20,000 men and boys in Dangar City, Province of Ching-hai, China.

July 30.—A wrecking gang destroys the famous House of the God-Mother, the Chapel of the Iberian Virgin, at the Iverski Gate of Moscow's Red Square.

DOMESTIC

July 24.—President Hoover promulgates the Kellogg-Briand anti-war pact and announces that work on three American cruisers contracted for will not be started "until there has been opportunity for full consideration of their effect upon the final agreement for parity, which we hope to reach."

July 26.—The Federal Farm Board recommends the formation of a $20,000,000 grain-marketing corporation by the farm-owned pools, cooperatives and elevator associations.

July 27.—Farmer cooperative groups, representing 650,000 grain growers, select a committee of sixteen to organize the farmer-owned grain-marketing corporation proposed by the Federal Farm Board.

July 28.—Two prisoners are killed and three guards and twelve prisoners wounded in a mass attempt of convicts to escape from Auburn Prison, New York. Four succeed in escaping.

July 29.—The General Staff of the Army has been designated as the commission to survey the military establishment with a view to retrenchment, announces Secretary of War James W. Good.

Addressing the planning committee on child health and protection at its first meeting, held in the White House, President Hoover emphasizes that the greatest asset of the race is its children.

On its seventh day in the air, the endurance monoplane, the *Minnesota*, crashes at Minneapolis, killing Capt. P. J. Crichton and his co-pilot, Owen Haugland.

uly 30.—Piloting the *St. Louis Robin*, Dale Jackson and Forest O'Brine land easily at St. Louis after having been in the air 420 hours, 21 minutes and 30 seconds, exceeding the endurance record of Roland Reinhart and Loren Mendell by 173 hours, 37 minutes and 58 seconds.

eplying to a protest from Col. Paul V. McNutt, National Commander of the American Legion, against a recent order suspending naval construction, President Hoover says that the United States is seeking to establish naval parity with Great Britain by agreement instead of by competitive building.

She Waxed Petulant.—A young lady tered the stationery store and asked for ound tin of floor wax.

"I'm sorry, miss," said the clerk, "all carry is sealing-wax."

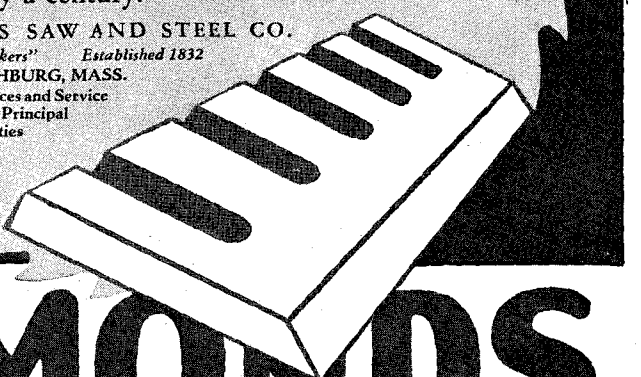
'Don't be silly," she snapt. "Who'd nt to wax a ceiling"?—*Boston Transipt.*

Simonds Planer Knives

Cut production costs

EVERY day in hundreds of leading industries, Simonds "Tungsweld" and "Red Streak" High Speed Steel Planer Knives are producing smoother surfaces ... faster and more economically. Simonds Knives typify high standards of workmanship—famous for nearly a century.

SIMONDS SAW AND STEEL CO.
"The Saw Makers" *Established 1832*
FITCHBURG, MASS.
Branch Offices and Service Shops in Principal Cities



SIMONDS

SAWS FILES KNIVES STEEL

Hope is a False Friend!

When things you want seem to lie just beyond your reach—when carefully laid plans go amiss—when in a moment of pensive reflection you wonder why it is that others with less actual ability than you should apparently possess the power to get so easily those things which have added materially to their prestige, comfort, and enjoyment, while you must strive to meet the demands imposed on you by circumstances—controlled or uncontrolled—don't rest your future on hope alone, because unaided and undirected by your will, it will lull you into inaction and you will simply drift. BE YOURSELF—AT YOUR BEST!

Within you lies something more magical in its functioning than Aladdin's Lamp—a power by which you can obtain that which you want! Sounds too good to be true, particularly so if funds have to be considered or opportunities are seemingly restricted—yet that it is true you will realize once you know how to use this power.

Science Points the Way For You Through

APPLIED PSYCHOLOGY

to use this power with amazing results. A working knowledge of its principles will enable you, just as it has enabled others, to exert a greater influence—mentally, morally, spiritually, physically, socially and financially. The basic laws and fundamental principles of this science have been correlated, coordinated and clarified. These priceless truths are presented you in plain, every-day language in the Basic Course of Reading in Applied Psychology (organized common sense) which we believe to be of decided value to every man and woman regardless of age, higher education or social position.

FREE LARGE ILLUSTRATED DESCRIPTIVE CIRCULAR

Descriptive circular packed with information on such topics as: Psychology Reduced to Easy, Simple Language; How to Apply Psychology in Salesmanship; in Public Speaking; in Retail Selling—Psychology Applied by the Professional Man—Your Undiscovered Resources—Source of Will Power—How to Avoid Worry—How Ideas are Created—The Ability to Read Men, etc. Sign and mail coupon and you will also receive full particulars.

FUNK & WAGNALLS COMPANY
354-360 Fourth Avenue, New York City
Dept. 1232

Please send me by mail descriptive material on **"The Basic Course of Reading in Applied Psychology."**

Name .....

Street Address .....

City ..... *State* .....

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Presenting

THE NEW

WILLYS-KNIGHT GREAT SIX

The most distinctive and most luxurious Willys-Knight ever designed

The new Willys-Knight Great Six is the most beautiful and most luxurious automobile that Willys-Overland's designers have ever created. No other car of the time so completely expresses supreme mastery of modern style.

Such graceful sweep of line, such perfection of symmetry, such rich harmony of color, such tasteful elegance of finish—all combine in a distinguished ensemble that testifies to the achievement of new ideals in motor car design.

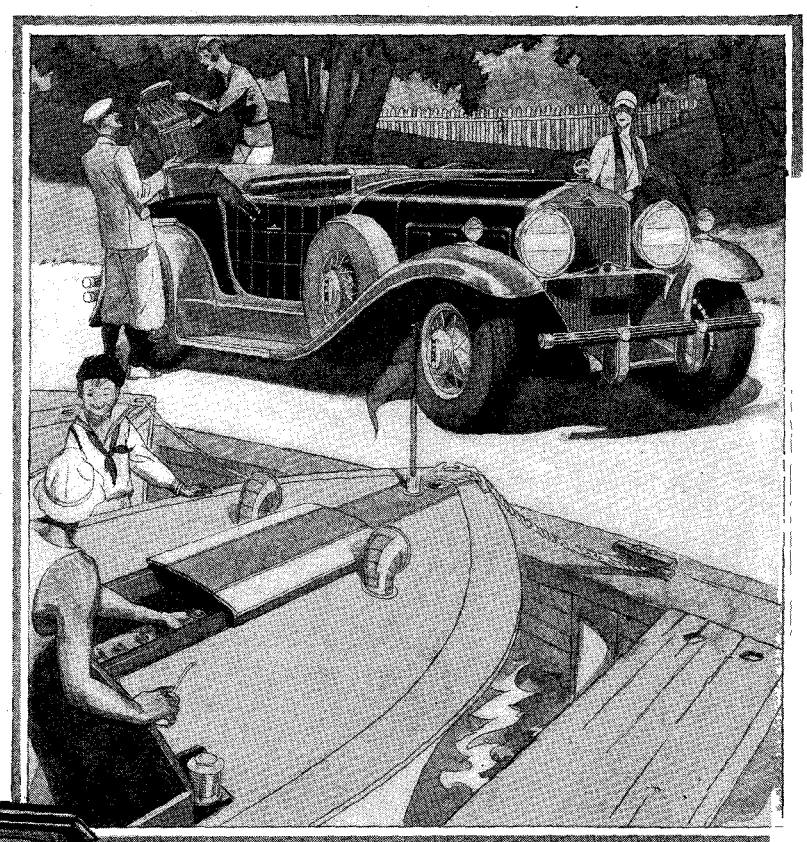
In engineering as in artistry, the new Willys-Knight Great Six is advanced to a degree which few of the most costly automobiles ever attain. The *patented* Willys-Knight double sleeve-valve engine reaches its highest development—faster, more powerful and more efficient than ever before.

WILLYS-OVERLAND, INC.
TOLEDO, OHIO
WILLYS-OVERLAND SALES CO. LTD., TORONTO, CANADA

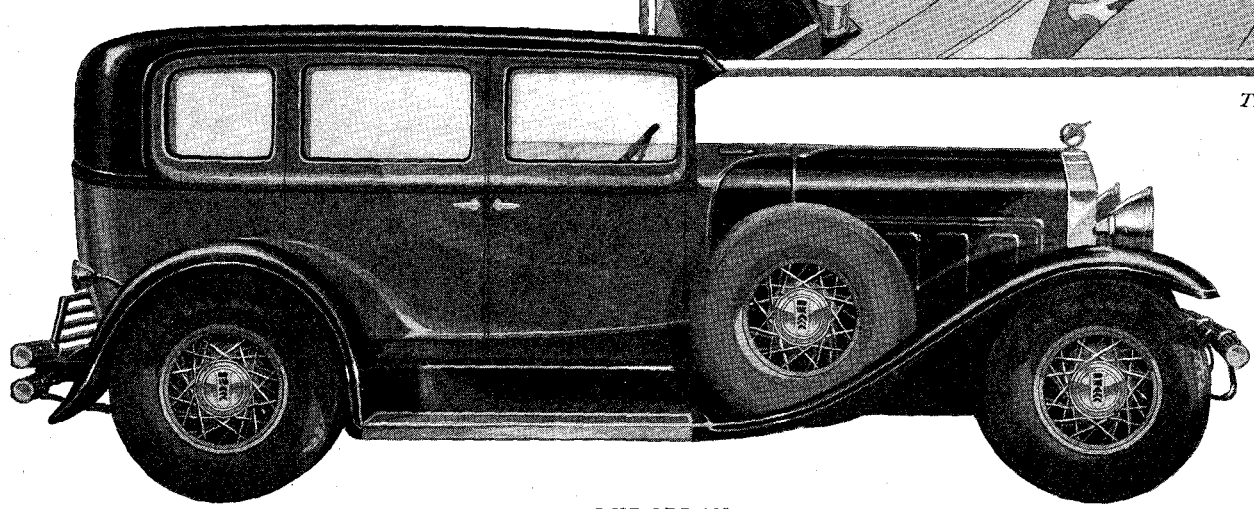
WILLYS-KNIGHT GREAT SIX SEDAN
ROADSTER • COUPE • 5-PASSENGER COUPE
—each model

$1895

Six wire wheels and trunk rack standard equipment. Willys-Knight "70-B" models $1045 to $1265. Wire wheels included. All prices f. o. b. Toledo, Ohio, and specifications subject to change without notice.



THE ROADSTER



THE SEDAN

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED